

c 1855-1955

13

PLEASE USE CARE TURNING PAGES

M-K-T



STL-SW



T&P



CRI&P



IC



GM&O



KCS



L&A



PLEASE STORE IN FLAT POSITION

Rock Island THE DIRECT ROUTE-CHICAGO TO **THE SUNSHINE STATES of AMERICA**

Winter Outdoors in
Arizona-California
Go via
GOLDEN STATE LIMITED

Air-Conditioned Throughout—Every Travel Luxury—No Extra Fare
 The comfortable low-altitude way.

Quickest daily through service by many hours to Phoenix.

Through Pullmans Chicago to San Diego, Los Angeles and Santa Barbara.

Only through service to El Paso, Tucson, Chandler, Indio and Palm Springs.

Daily Pullmans also from Minneapolis-St. Paul and St. Louis via Kansas City.

Rock Island-Southern Pacific—right through the sunny "Garden of Allah"—most picturesque, novel and colorful route to the Coast.

ROCK ISLAND TRAVEL BUREAUS IN ALL PRINCIPAL CITIES

"GRAND CIRCLE" RAILROAD TICKETS \$135
 For only \$90, a person can travel in air-conditioned chair cars from any point in the United States to New York City or San Francisco, then across the continent to the other city, and back to his home town railroad station. Choice of routes and stop-over privileges allowed in both directions; 60-day limit on tickets, if desired. "See America Now."
 1936
 In Sleepers. Pullman Fare Extra

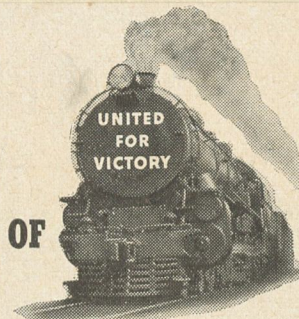
DONATED TO
 Railway & Locomotive Historical Society
 February 1991 F. Ray McKnight

ECONOMY
 ONE TON
 ONE MILE
 ONE CENT
 Railroads haul a ton of Freight a mile for an average revenue of ONE CENT
 ASSOCIATION OF AMERICAN RAILROADS

DEDICATION

To all the enthusiasts who rallied to save for posterity examples of our railroad heritage. By their dedication of countless volunteer hours, funds and organizations much material has been saved. Many devoted their efforts to restoring steam locomotives with the result we can again enjoy the most exciting aspect of railroading we once knew.

ASSOCIATION OF



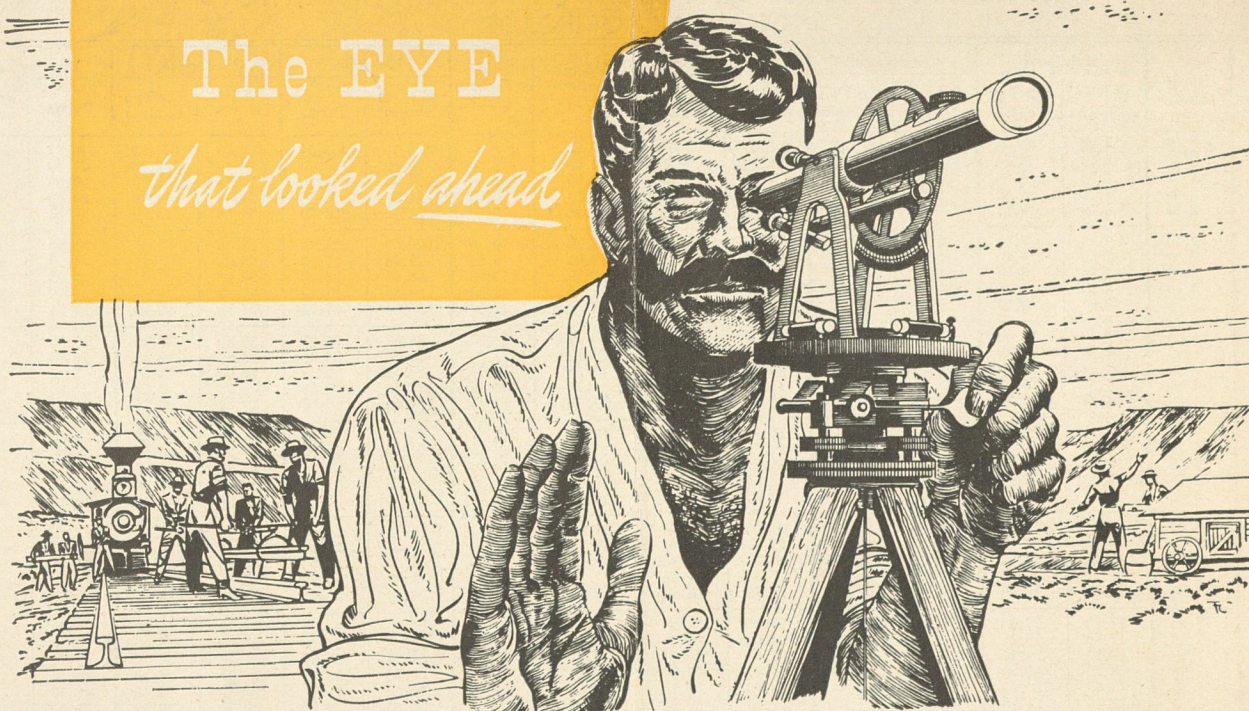
AMERICAN RAILROADS

WASHINGTON, D. C.

ACKNOWLEDGMENT

To Mr. Fred Stindt, past President of the Railway & Locomotive Historical Society, who was instrumental in having this series of Scrapbook Albums accepted and placed in the R&LHS archives.

The EYE
 that looked ahead



It was early in 1871. Across the boundless reaches of the Southwest, surveying parties for the Texas and Pacific Railway pushed their way through wild, rugged country. They were the advance men—engineers who marked the way for the shining twin rails that were to follow. They were men of courage and vision, too—men whose eyes looked ahead to the possibilities of a vast empire rising out of the Southwest. Today their dream of empire is a reality. The Southwest is a mighty land—it's in the vanguard of the new industrial growth of the nation.

During these past 75 years of progress, the Texas and Pacific has been a dominant factor in the Southwest's growth. It has furthered its industrial and agricultural development . . . it has furnished a life line for the flow of commerce. Today the Texas and Pacific is providing even greater service . . . with complete daily through trains linking Texas with the East. The coming of the Eagles will usher in a great new era in rail transportation. Yes, Texas and Pacific still looks ahead . . . seeking new horizons for the Great Southwest.

W. G. VOLLMER,
 President

75 Years
 of Service



TEXAS AND PACIFIC RY.





LOUISIANA & ARKANSAS RAILWAY
Route of "The Shreveporter"

"The Shreveporter"

Through Pullman Service

Between

Shreveport

and

St. Louis



Low Winter Fares to South Texas and Mexico

On sale daily to—

**BROWNSVILLE, LAREDO
GALVESTON, SAN ANTONIO
CORPUS CHRISTI and to
MEXICO CITY**

Low-rate winter tourist tickets with return limit May
31st (Mexico City 12-months) . . . lower still with
18-day return limit (Mexico City 23 days)
Diverse routing

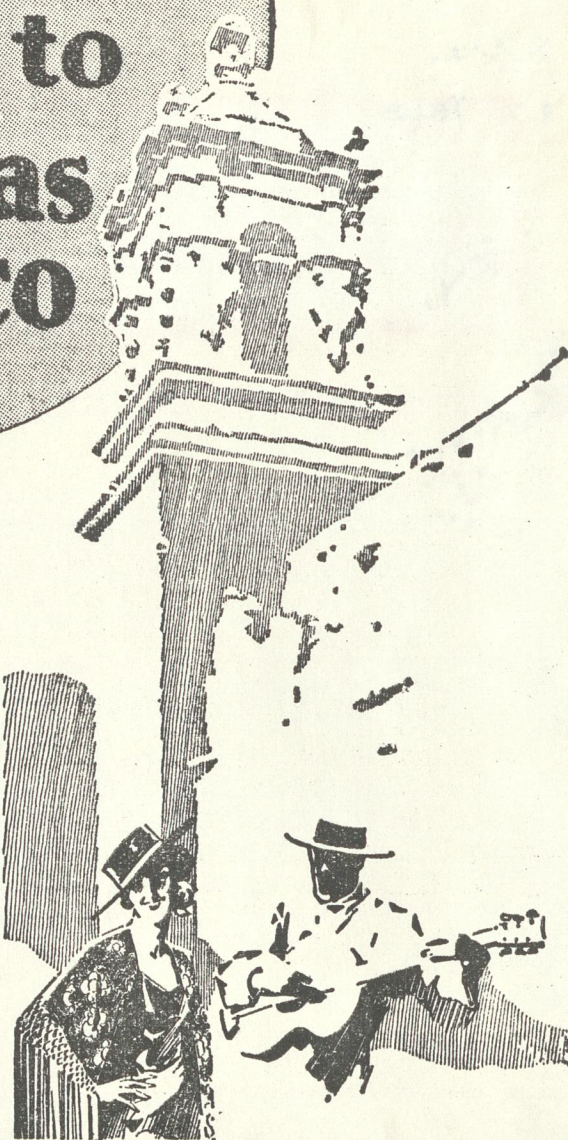
Exceptionally Low Fares for Coach Travel

Stopovers anywhere within limit of ticket
Good in all classes of equipment.



AMERICA'S FINEST RAILROAD EQUIPMENT

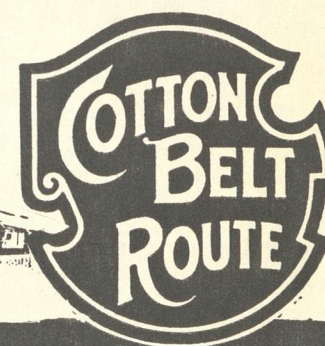
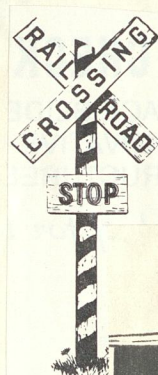
DE LUXE AIR-CONDITIONED LOUNGES AND DINERS
UNEXCELLED TABLE D'HOTE MEALS



If you can't take it with you...



Ship it via



St. Louis Southwestern Railway Lines



Clippings initialed "OKM" are those
salvaged from a scrapbook of my
father.

Where a single construction number (c/n)
is shown it is for the engine illustrated.

I like to Go when I have to Go



When I make my plans to leave for somewhere at 7 o'clock, I hate to

wait around till 8:15 before the last member of the party is ready. It wastes my time, spoils my disposition and makes me late at the other end. That's why I like to take the train—it starts on schedule and arrives *on time*.

I hate to sit cramped for hours, accommodating my legs and feet to extra luggage on the floor. I like to sit *comfortably* stretched out when I travel—and so I take the train.

I don't like to dodge around those giant inter-city trucks. They frighten me. They look dangerous. They make good drivers nervous. They make strong men to swear and lovely ladies to scream. It's almost as bad to be scared half to death as it is to be killed. Talk about road hogs—those inter-city trucks are worse than hogs—they're insolent, roaring, swash-buckling bullies . . . They're so big they'll mess with any ordinary conveyance—but they *never bother me* when I ride on the train.

I don't like these drivers that are always looking for a road race. A race is all right at Indianapolis or Daytona Beach, but it's no good on Trunk Highway 13. Of course, every so often one of these speed boys races a train to the crossing, and I always feel sorry for the poor saps that were riding with him. They'd be *much* better off riding on the train.

I like to *read* as I travel.

I like to sleep at night *stretched out* horizontally.

I like to take my *clothes off* when I go to bed.

I have slept on the ground many a time—but when I'm traveling to arrive somewhere—on a business trip or the start of a vacation—I like to get sleep that leaves me *rested*.

I like to wash my face and hands at intervals, and it may be a foolish notion, but I like to dry them on a clean towel. On a *private* towel.

That's why I take the train.

I like a drink of water when I'm *thirsty*. I may not care about it when someone else is thirsty, or when we come to a drinking place on regular schedule, but when I myself am thirsty. And I can have it on the train.

I like to eat when *I myself* am hungry. They let me do that on the train.

I have never been able to schedule a business trip according to weather. Very often I am obliged to travel when it is bitter cold, or in the midst of heavy rain, snow or fogs. The train takes me through on schedule—rain or shine, hot or cold, day or night, summer or winter, low ceiling or high. It's the *dependable* factor in travel.

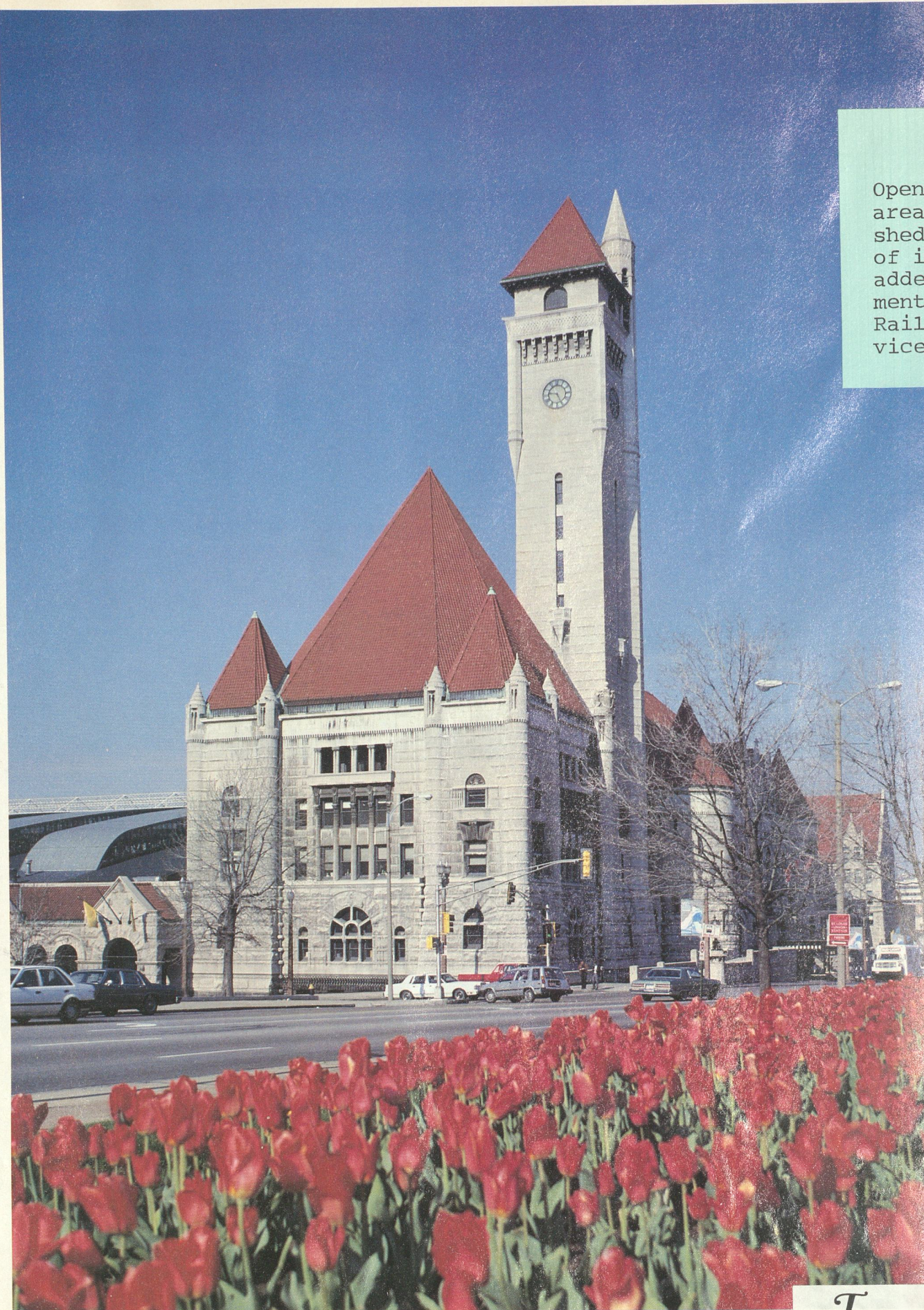
Worst of all, I hate *watchful waiting* for the last twenty miles before the next rest stop. I know that everyone else is watchfully waiting, too. The air becomes *tense*. The situation nerve-racking. Friendship ceases—for when a lot of people want to go out at the same time, and there's only one door to go out through, and only one door to go in through, and only one or two you-knows when you get to the place—then, I say, *friendship ceases* and strife begins. Every man for himself, and devil (or cramps) take the hindmost.

No sir, I much prefer to go when I have to go. That's another reason why I take the train.

RyA 3E 1937

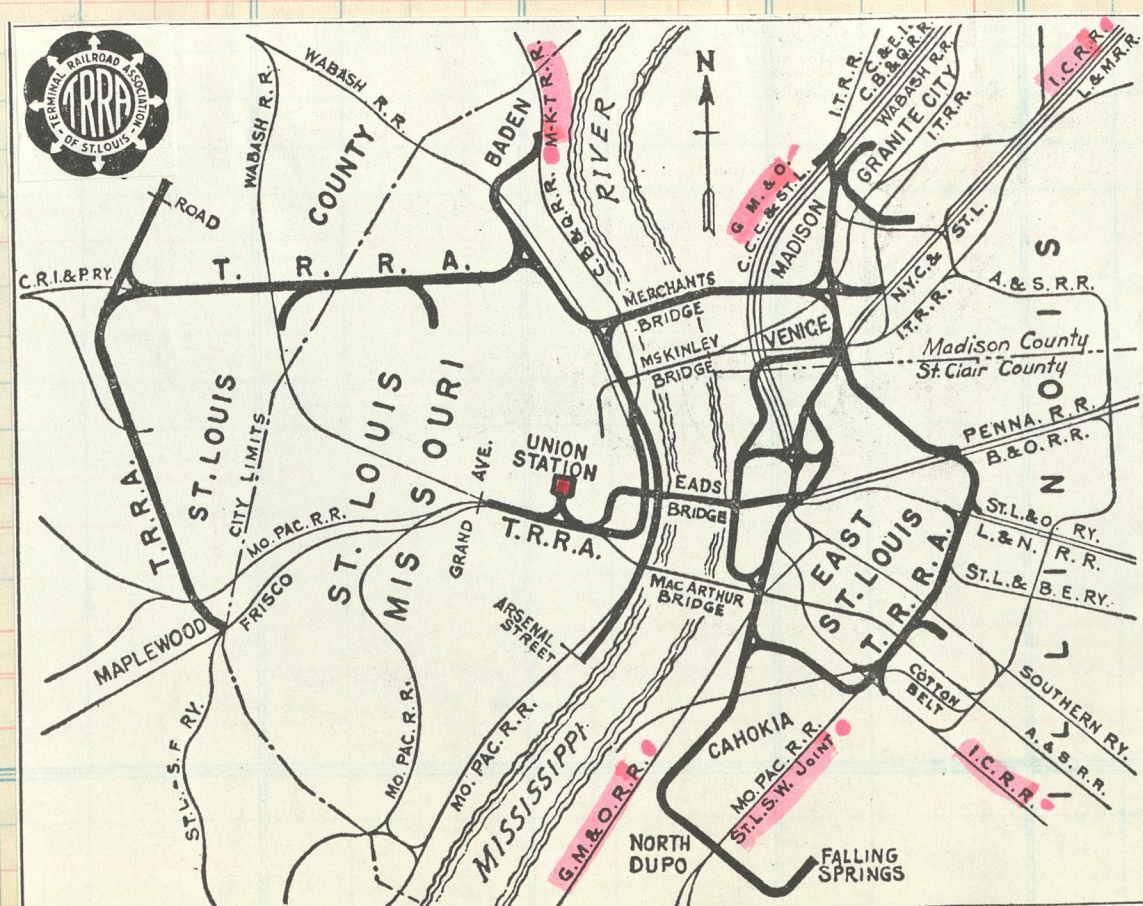
St Louis Union Station

Opened in 1894 at a cost of \$6,500,000. Covered area of 57.5 acres with 32 tracks under the train shed. By 1916 twenty two different roads made use of its facilities. In 1928 ten annex tracks were added and eleven million dollars spent on improvements. Operations were conducted by the Terminal Railroad Association of St Louis. Remained in service until 1978, completely rehabilitated in 1980.



THE RAILROADS HAVE SOME JUSTIFICATION FOR SPENDING SO MUCH MONEY on their passenger terminals. Not the least is the fact that the railway passenger station is the main entrance to and exit from the city. Civic pride demands a fitting gateway and it is in the best interests of the railroad to do its share. The average passenger station has rarely retained its adequacy more than twenty-five to thirty years. It has been practically impossible to anticipate the exact degree of growth of business, and the cases are few where the railroads with all their foresight have been able to anticipate the future sufficiently. That explains why many of the stations now being built seem so enormous. It is quite possible that twenty-five years from now we shall look upon them, as magnificent as they now seem, as relics of a bygone age, woefully inadequate and out of date."

The above is a 1916 commentary on big city stations from *Passenger Terminals and Trains* (see Bibliography), and contains more than a little prophecy.



RECORD OF TICKET SALES AT

[illegible]

Total

Add—Error _____

DATE _____

Deduct “ _____

DATE _____

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

To and from TEXAS



TEXAS SPECIAL



HERE
Make
Short Sheet

Sold Amount Clos. No. Sold Amount

1

No. 1-11. TEXAS SPECIAL

Lounge Car Valet Service; Radio, Writing Desk and Stationery, Newspapers and Periodicals; Telephones at St. Louis and San Antonio.

Sleeping Cars St. Louis to Dallas, 10-1-2.
St. Louis to Denison-Dallas—handled on No. 3 from Muskogee, 12 Dr.
St. Louis to Waco via Fort Worth, 10-1-2.
St. Louis to San Antonio via Dallas, 8-5 and 10-1-2. (2 Cars)
St. Louis to Brownsville via Dallas-San Antonio, 10-1-2.—handled on S. P. train 313 from San Antonio.
Kansas City to San Antonio via Dallas, 12 Dr.—handled on No. 27 to Dallas.

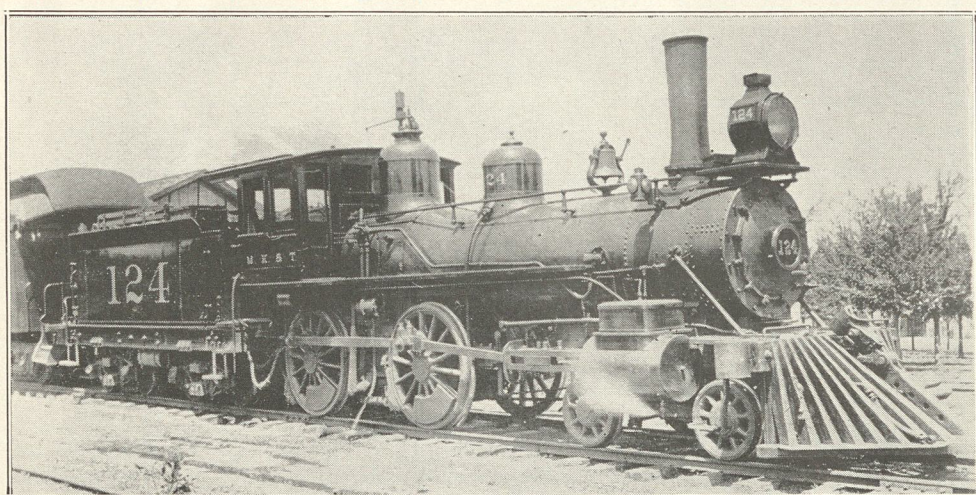
Dining Cars Service for all meals.

Chair Cars St. Louis to San Antonio via Dallas.
Denison to Houston via Fort Worth.

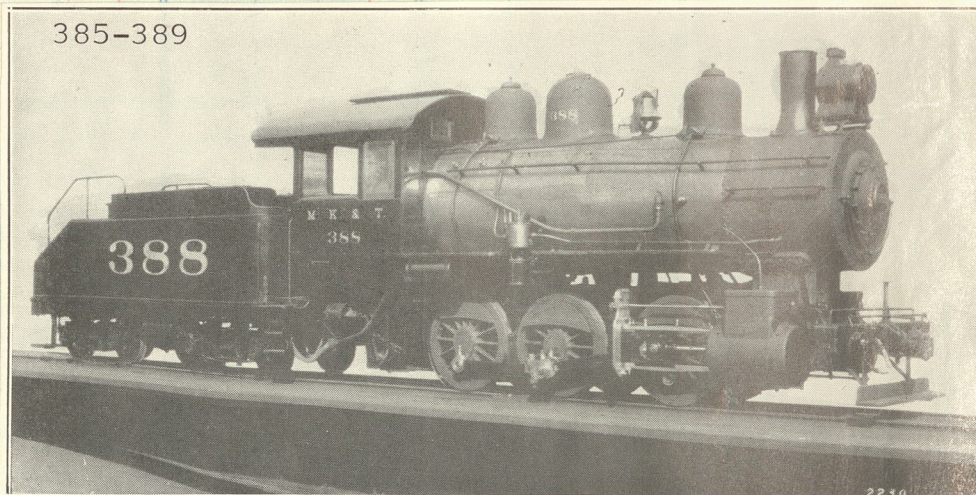


THE
Katy
SERVES THE
SOUTHWEST

This vivacious Pacific presents a exhilarating scene as she hurries twelve cars of the "Texas Special" along near Whiteright, Texas. The 412, class H-3d, c/n 6480, five (409-413) delivered by Lima in 1923 and were the last passenger engines to be received by the Katy.



M. K. & T. #124, Dickson, 1889 #695, Class B-1. Orig. K. C. & P. #55, renumbered 305. Renumbered M. K. & T. 124 in 12-1895, Renumbered M. K. & T. 327 in 9-1912. Scrapped Parsons, Kans., Dec. 1921. Hartford, Kans., 1905.



M. K. & T. #388, Baldwin, Sept. 1906 #29055. Later #27.

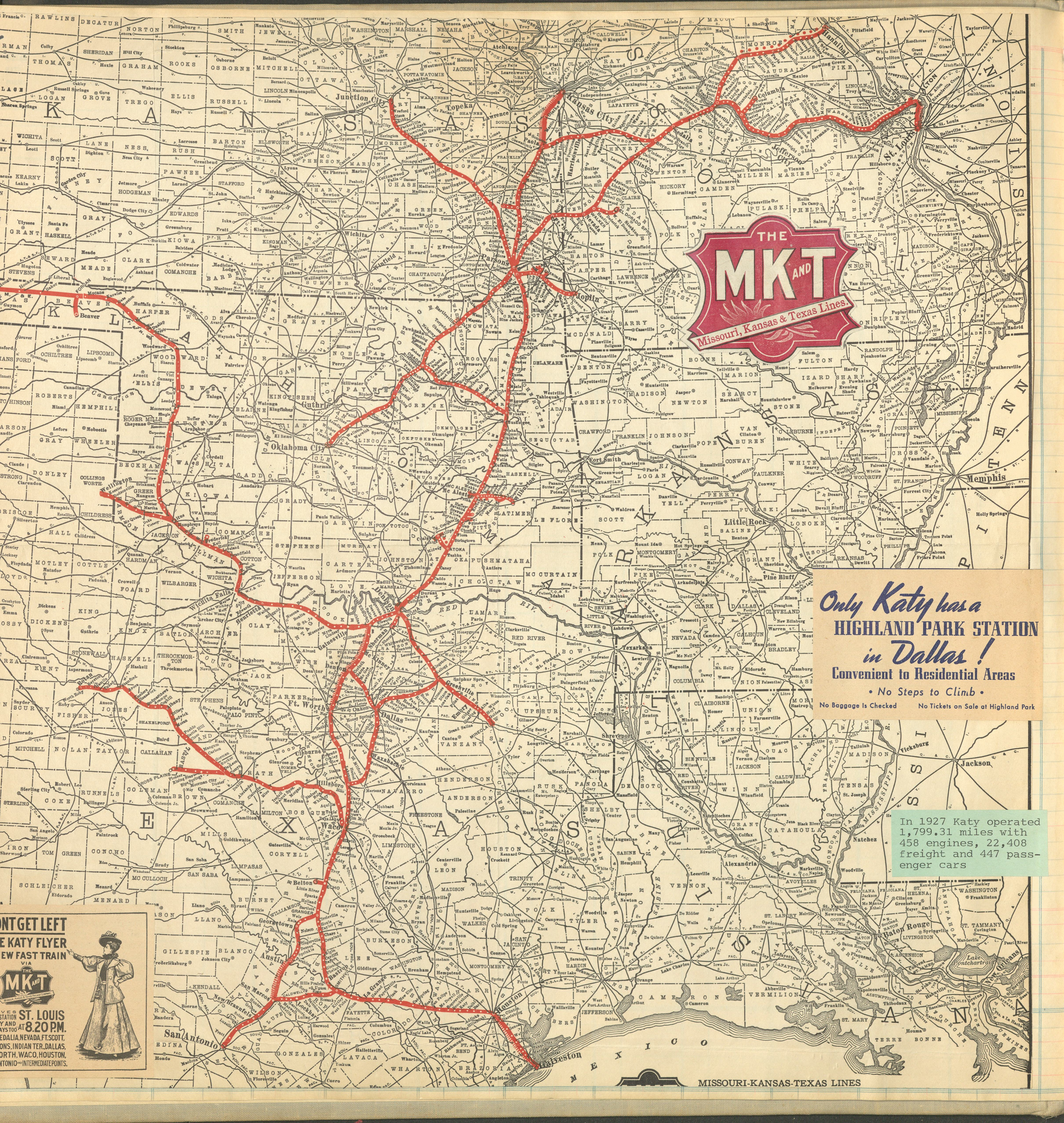
The leisure schedule of #6, the "Katy Flyer", allows 2-8-2 #746 (Schenectady 1914 c/n 54714) to keep an on time arrival at St Louis.



Operating on C.B. & Q. trackage

near Prospect Hill, Mo.

(138)



Only Katy has a
HIGHLAND PARK STATION
in Dallas!
Convenient to Residential Areas
• No Steps to Climb •
No Baggage Is Checked No Tickets on Sale at Highland Park

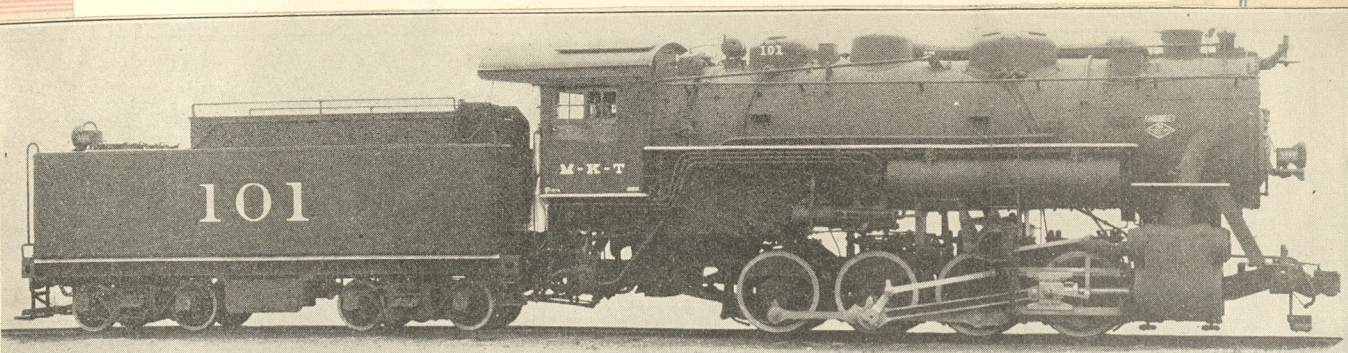
In 1927 Katy operated
1,799.31 miles with
458 engines, 22,408
freight and 447 pass-
enger cars

**DO NOT GET LEFT
ON THE KATY FLYER
NEW FAST TRAIN
VIA
THE MKT**



**ST. LOUIS
STATION
LEAVE AT 8.20 P.M.
FOR DALLAS, HOUSTON,
SAN ANTONIO, WACO, HOUSTON,
SAN ANTONIO—INTERMEDIATE POINTS.**

Nos 101-110, the last engines built for the Katy, 1925!



Switch Engine (0-8-0) Type Built by Lima Locomotive Works, Inc.

ION.

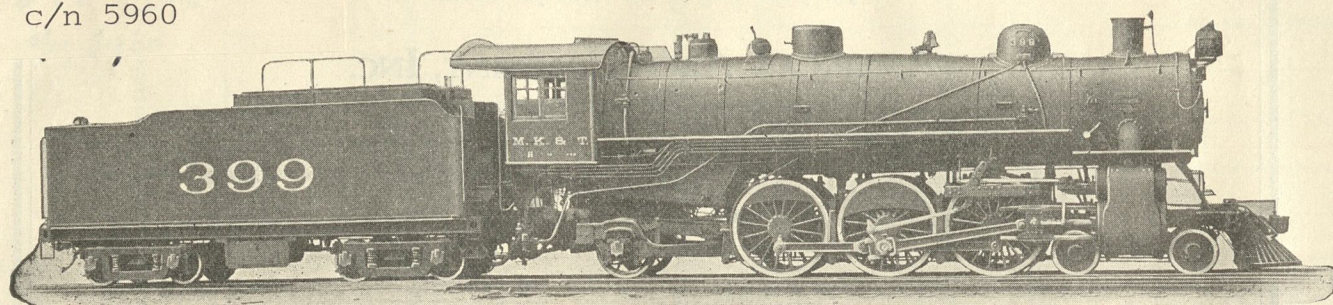
Now it's only 11 hours from DALLAS or FORT WORTH to KANSAS CITY ON THE KATY LIMITED 20% HOURS from SAN ANTONIO



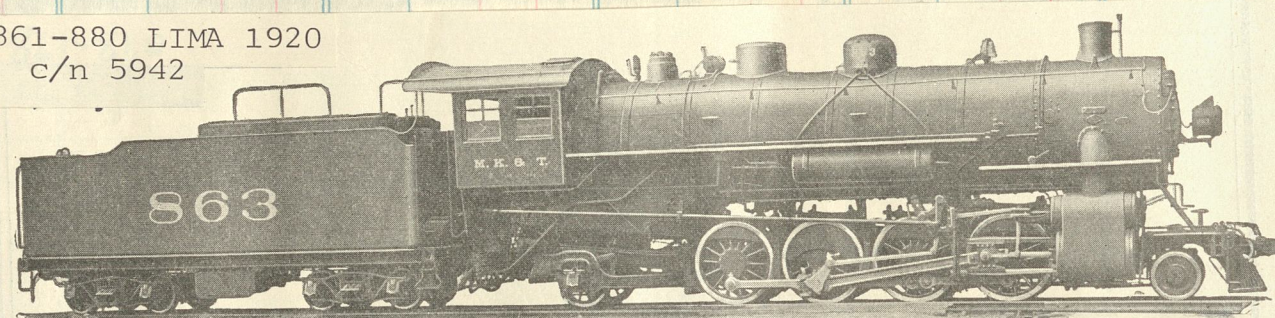
KATY LIMITED

No. 23-3. KATY LIMITED
Full Lounge Car... Muskogee to Dallas.
Sleeping Cars... Kansas City to Oklahoma City, 12 Dr.
Kansas City to Fort Worth, 10-1-2.
Kansas City to San Antonio via Dallas, 12 Dr.
Muskogee to Dallas, 12 Dr.—handled on No. 1 from St. Louis.
Dining Cars... Service for all meals.
Chair Cars... Kansas City to Oklahoma City.
Kansas City to San Antonio via Dallas.
Denison to Fort Worth.
Denison to Wichita Falls.

399-408 LIMA 1920
c/n 5960

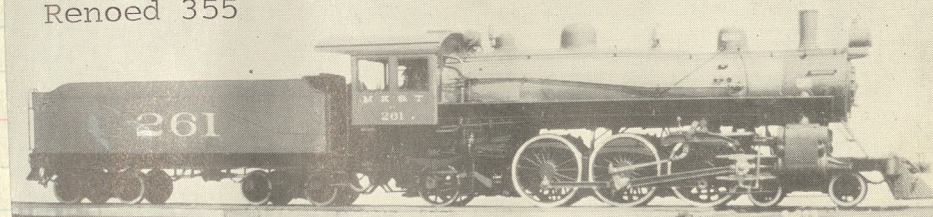


861-880 LIMA 1920
c/n 5942



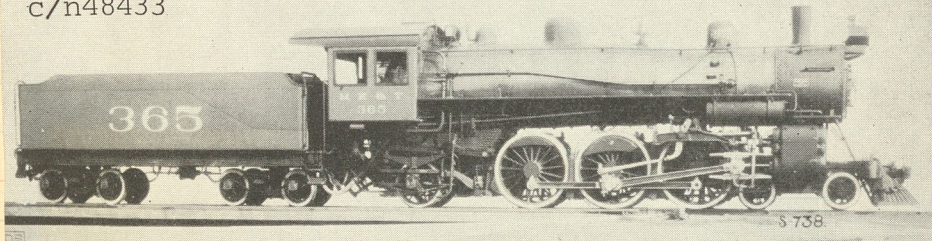
class H-2a
Renoed 355

c/n 50193 Schenectady 1911

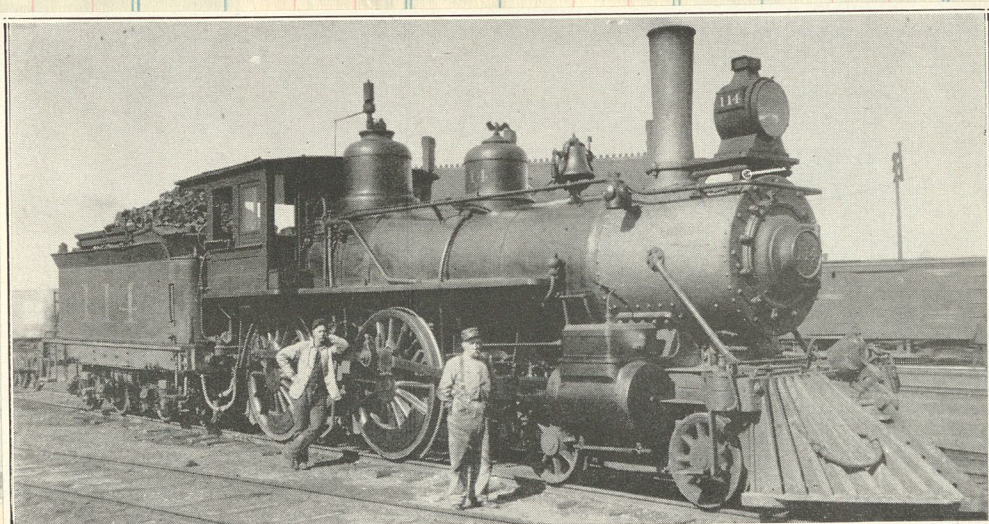
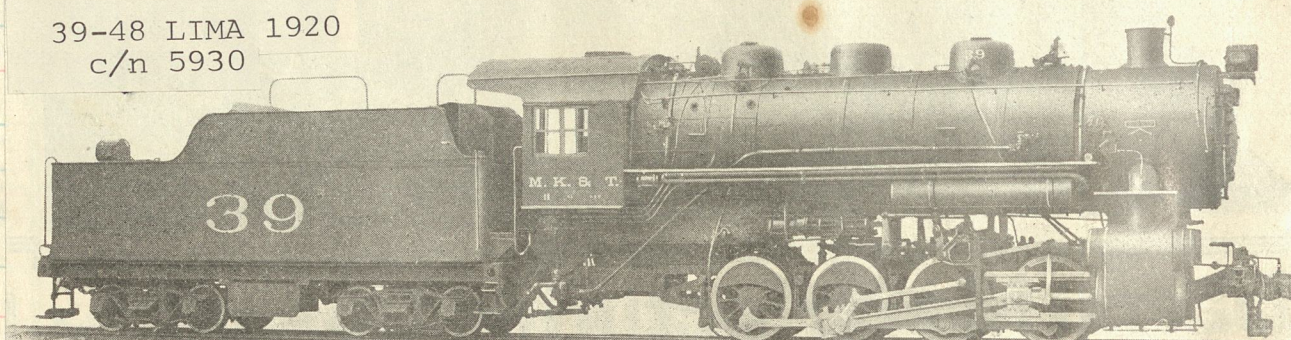


357-366 Class H-1
c/n48433

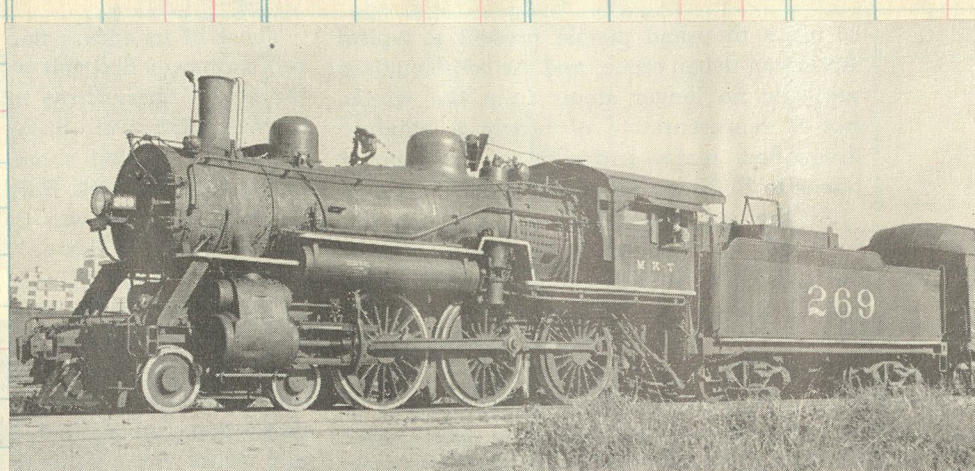
Schenectady 1914



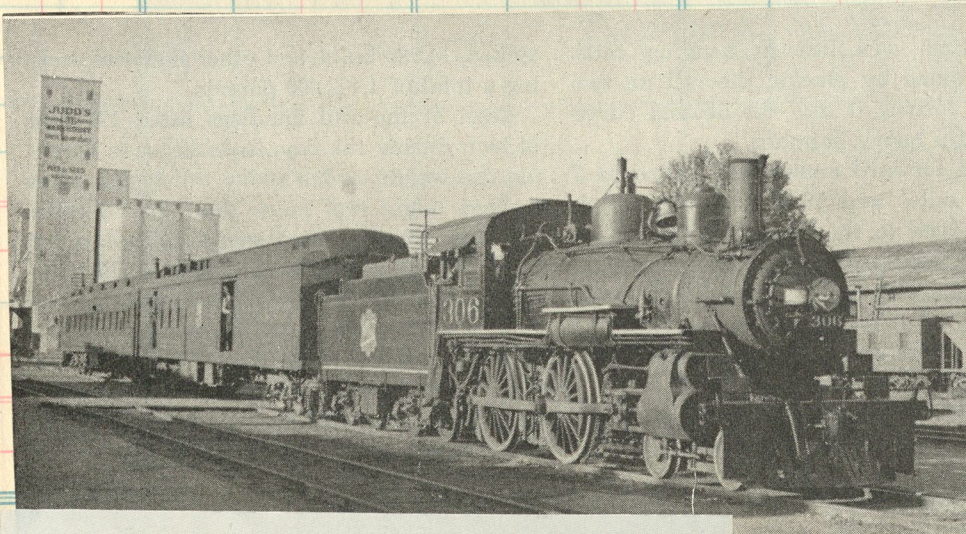
39-48 LIMA 1920
c/n 5930



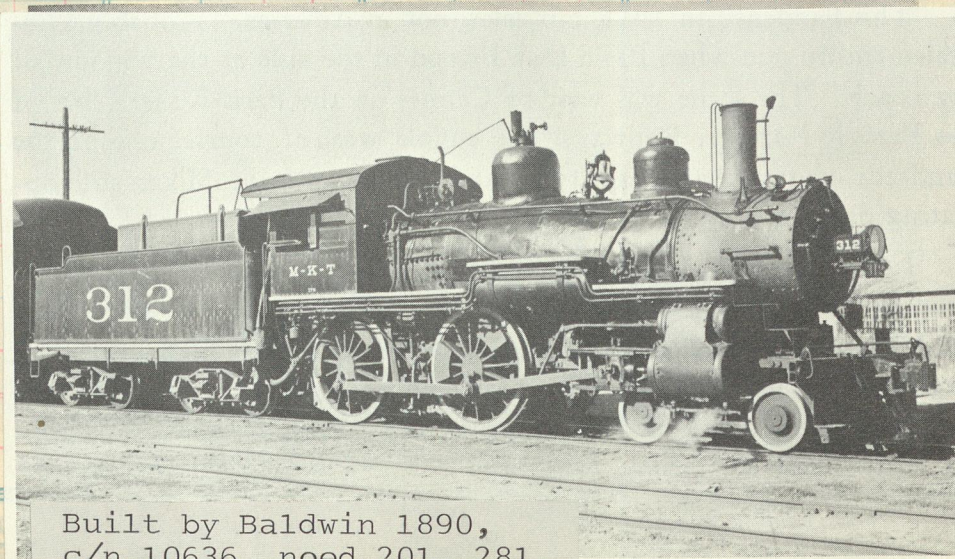
M. K. & T. #114, Baldwin 1869. Built for Mo-Pac. and assigned to M. K. & T. about 1886. Later #329. Engineer De Las McComas, Fireman Jim Cave (left). At Franklin Jct., Mo., about 1903.



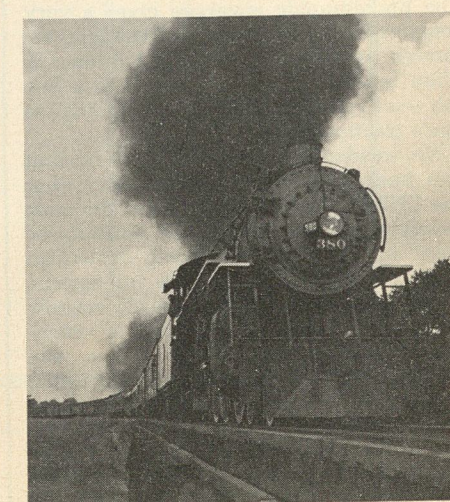
The 269 was built at Schenectady in 1909 c/n 45871 noed 349



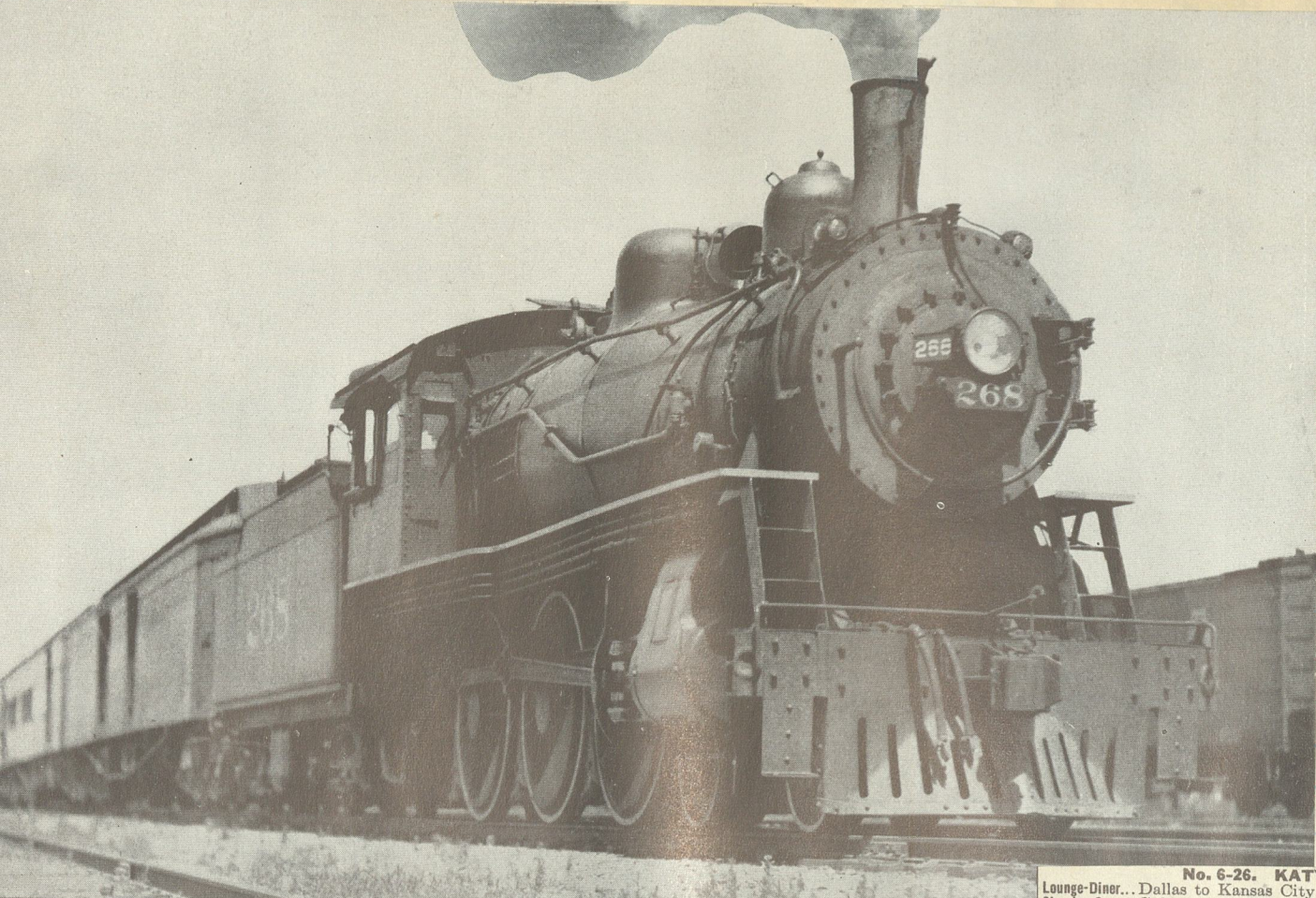
Train #53 at Wichita Falls. The 306 blt 1890 by Baldwin c/n 10630 noed 195, 275. New boiler 1925 noed 306



Built by Baldwin 1890, c/n 10636, noed 201, 281. reboilered 1925 noed 312.



Bruce Wilson.
KATY Pacific rolls the Texas Special.



THE KATY FLYER

Heading out of Fort Worth on the Kansas City-St. Louis run, the Missouri-Kansas-Texas Lines' No. 6-26 gathers speed behind a ten-wheeler of venerable design. Starting from San Antonio, the Katy Flyer picks up and sets out sleeping-cars through half the southwest, pulling into St. Louis with the sunrise with a leash of fourteen or fifteen mail and Pullman cars.

No. 6-26, KATY FLYER
 Lounge-Diner... Dallas to Kansas City.
 Sleeping Cars... Galveston to Dallas, 12 Dr.
 Houston to Fort Worth, 12 Dr.
 San Antonio to Kansas City via Dallas, 12 Dr.
 San Antonio to Fort Worth, 12 Dr.
 San Antonio to Dallas, 12 Dr.
 Austin to Dallas, 12 Dr.
 Austin to Fort Worth, 12 Dr.
 Oklahoma City to St. Louis, 12 Dr.
 Dining Car... Waco to Dallas.
 Chair Cars... San Antonio to Kansas City via Dallas.
 San Antonio to Fort Worth.
 Galveston to Denison via Fort Worth.
 Oklahoma City to St. Louis.

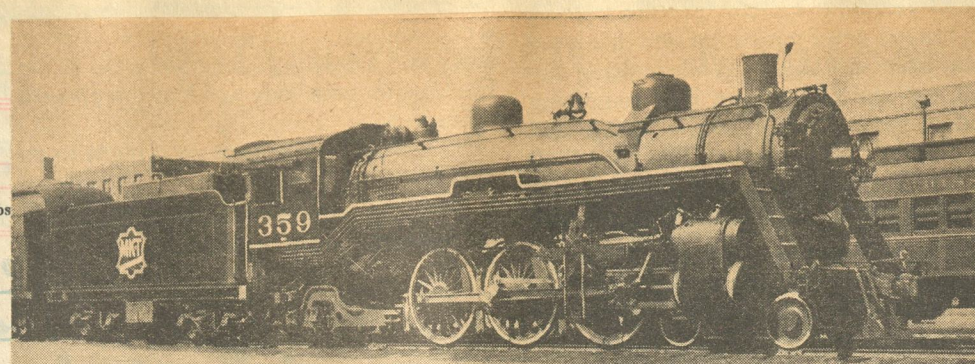
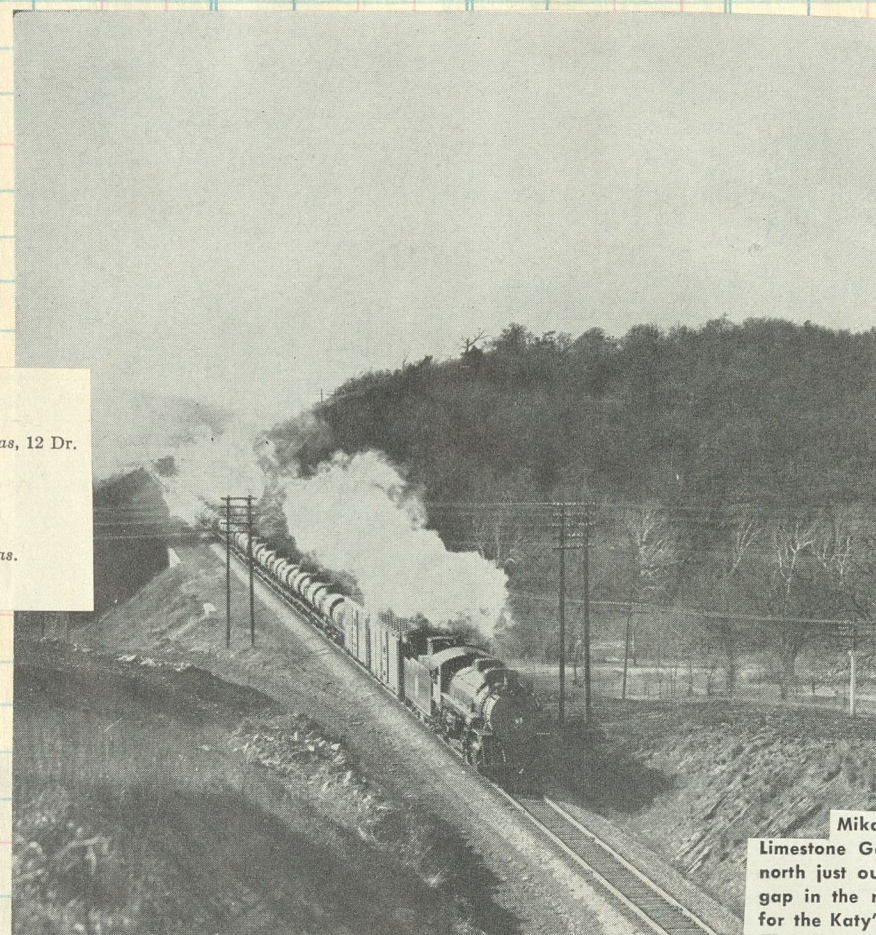


Photo by Tex K. Herring, Box 725, Oklahoma City, Okla.
 MISSOURI-KANSAS-TEXAS emblem, designed by Rand, McNally & Co. in 1889, adorns tenders of the road's passenger locomotives. The 359 is used between Oklahoma City and Parsons, Kans.

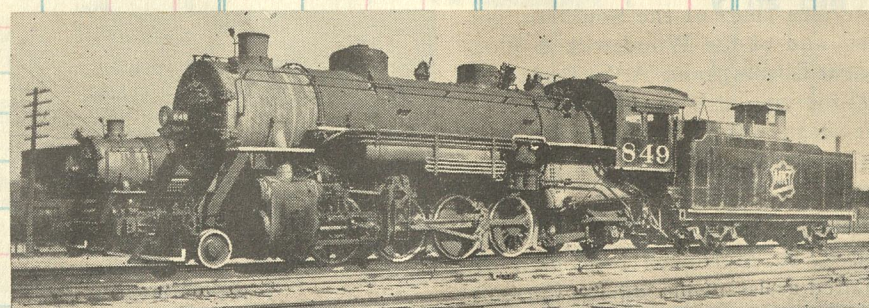


Mikado 882 rolls these tanks through Limestone Gap at 50 miles an hour, heading north just out of McAlester, Okla. The natural gap in the ridge here was a fortunate break for the Katy's builders years ago.



Katy serves the Southwest

No. 4-24-KATY LIMITED.
 Observation Car... San Antonio-Fort Worth-Kansas City.
 Sleeping Cars... San Antonio to Kansas City (Cars to Tulsa through Fort Worth.)
 on Frisco Waco to Kansas City through
 Train 504 Dallas. (D)
 from Fort Worth to Tulsa. (A)
 Denison. Dallas to Tulsa. (A)
 Dining Cars... Austin to Waco.
 Muskogee to Kansas City.
 Chair Cars... San Antonio to Kansas City via Dallas. Houston to Denison via Fort Worth.



Chas. J. DeVilbiss
 MISSOURI-KANSAS-TEXAS ENGINE 849 AT PARSONS, KANS., ROUNDHOUSE



Hillsboro, Texas--painting by James Boren '76
 Junction point of the Dallas & Ft Worth lines.

Train #4, the "Katy Limited", departs San Antonio

THE TEXAS SPECIAL



Eight cars of the TEXAS SPECIAL coming into Dallas

The Katy
SERVES THE
SOUTHWEST



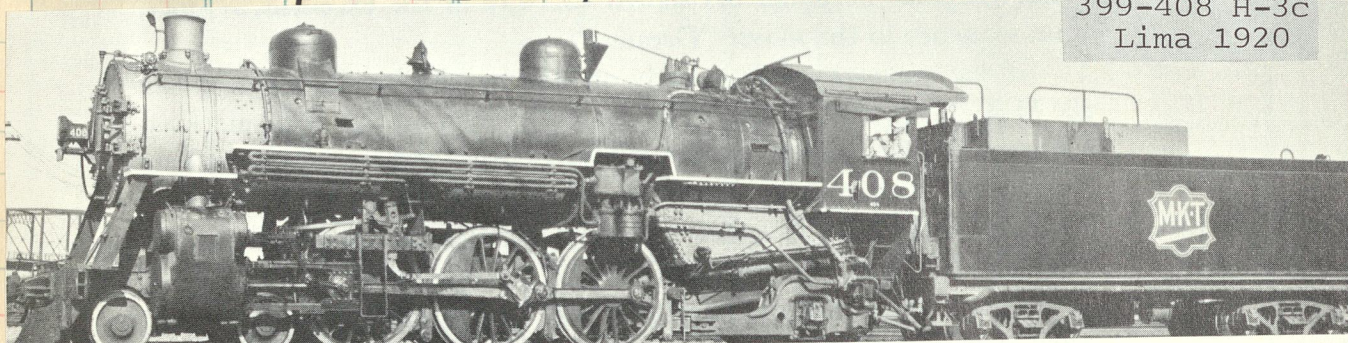
THE BLUEBONNET

The Ft Worth section of the "Bluebonnet" makes a splendid scene, that only steam could produce, nears her Texas terminal behind immaculate Pacific #399

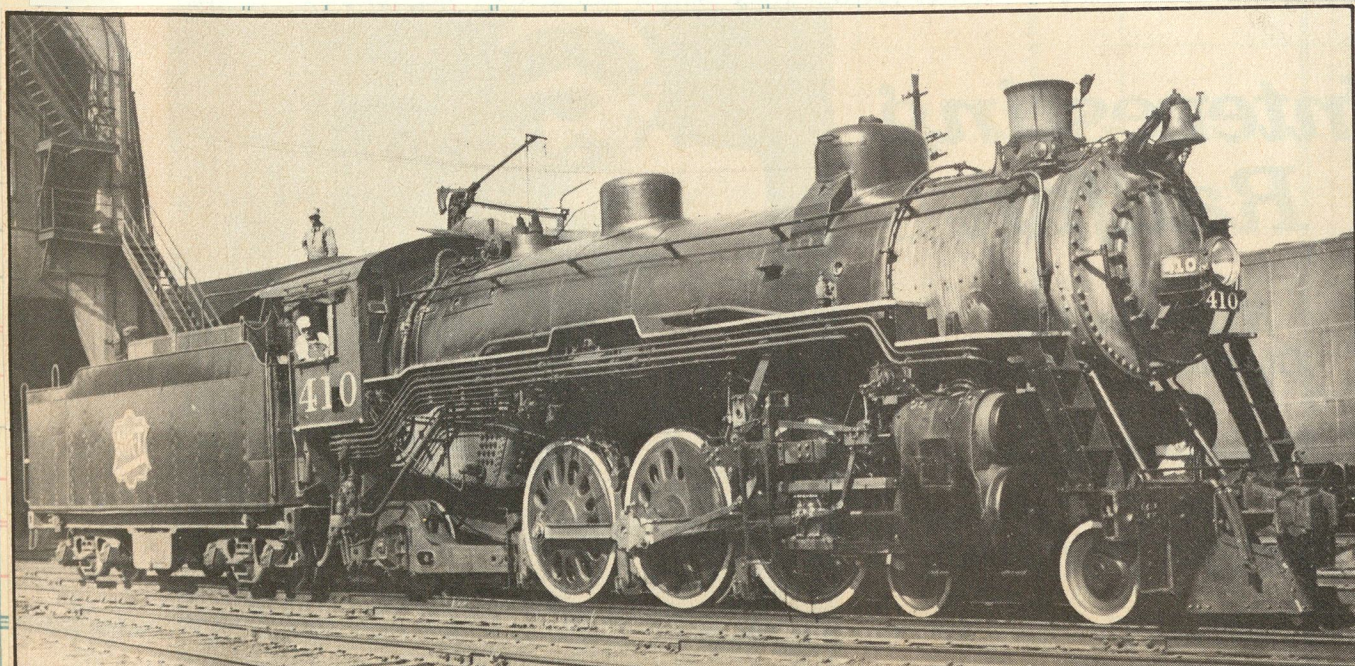
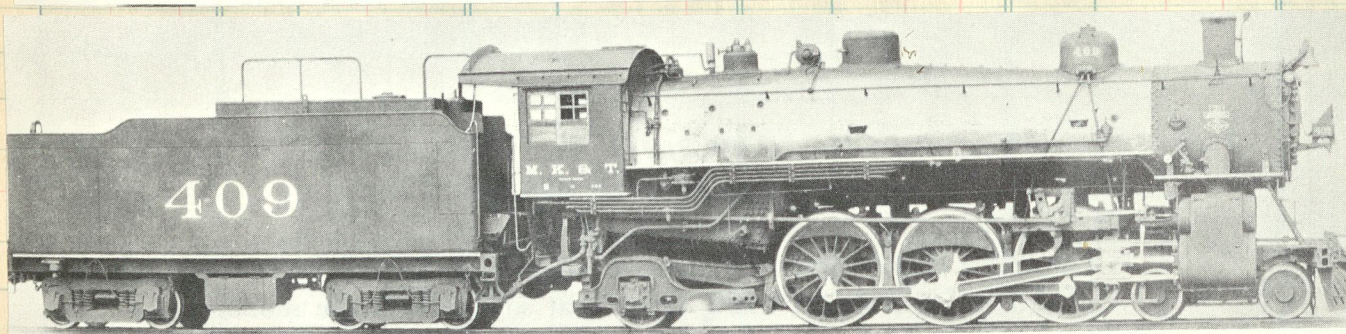
No. 7-27. THE BLUEBONNET

Lounge Car.....St. Louis to Monett.
Observation.....Kansas City to Fort Worth.
Sleeping Cars.....St. Louis to Dallas, 10-1-2.
St. Louis to Fort Worth, 12 Dr.
Kansas City to San Antonio via Dallas,
12 Dr.—handled on No. 1 from Dallas.
Kansas City to Fort Worth, 10 Obs.
Tulsa to Dallas, 14 Sec. & 12 Dr. (2
Cars).
Tulsa to Fort Worth, 12 Dr.—Tulsa cars
handled on Frisco train 507 to Denison.
Dining Cars.....Service for all meals
Chair Cars.....St. Louis to Dallas.
Kansas City to Dallas.
Denison to Fort Worth.

NOW
IT'S *Only*
11 hours
from
KANSAS CITY
to DALLAS or
FORT WORTH
ON THE
BLUEBONNET
20 1/2 HOURS TO SAN ANTONIO



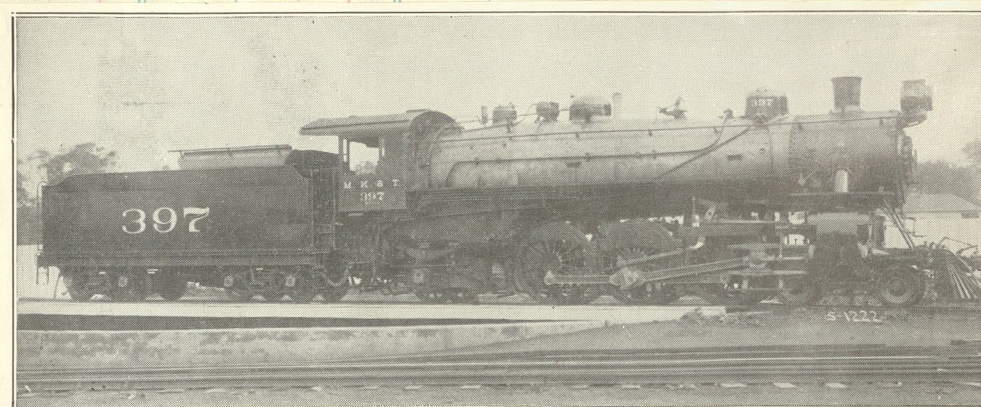
399-408 H-3c
Lima 1920



The last passenger engines delivered to the Katy was five Pacifics, class H-3d nos 409-413, built by LIMA in 1923! Yet, with regular shopping and strict attention to routine maintenance, the sixty four 4-6-2's on the roster were able to meet all assignments until retired three decades later.

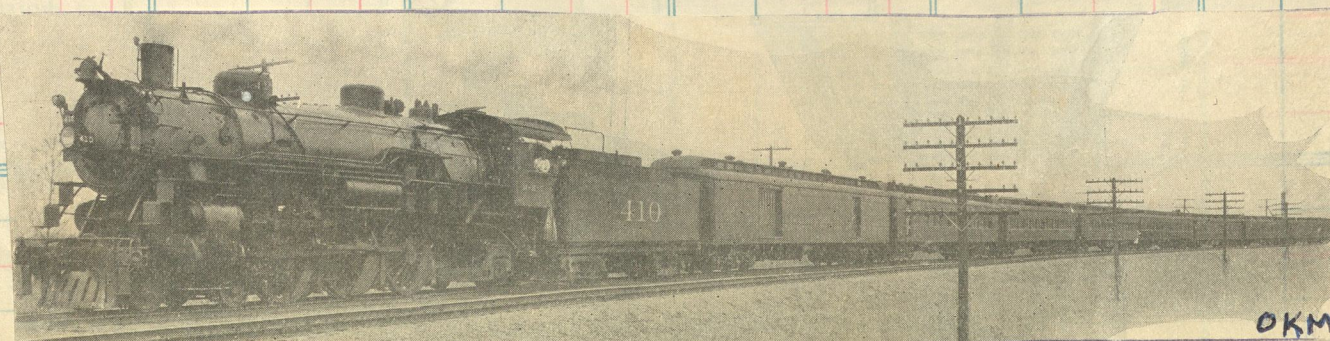
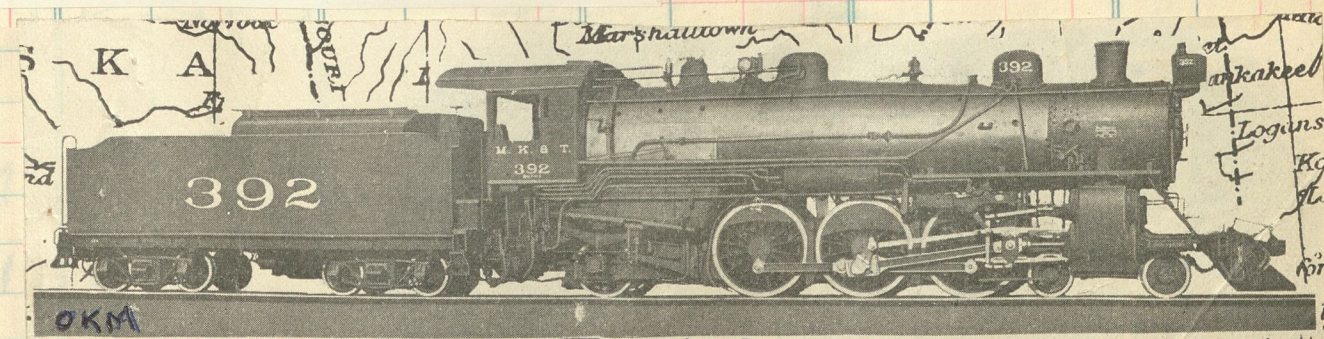


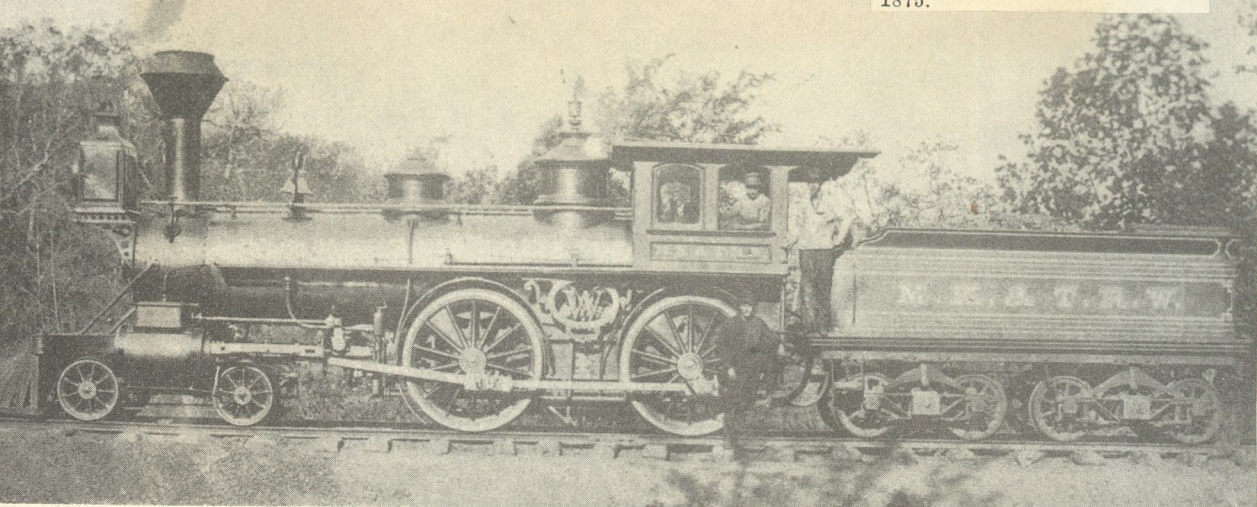
The "Katy Flyer" leaving Denison, Texas, with five cars of express, two being carloads of spinach from Austin, Texas



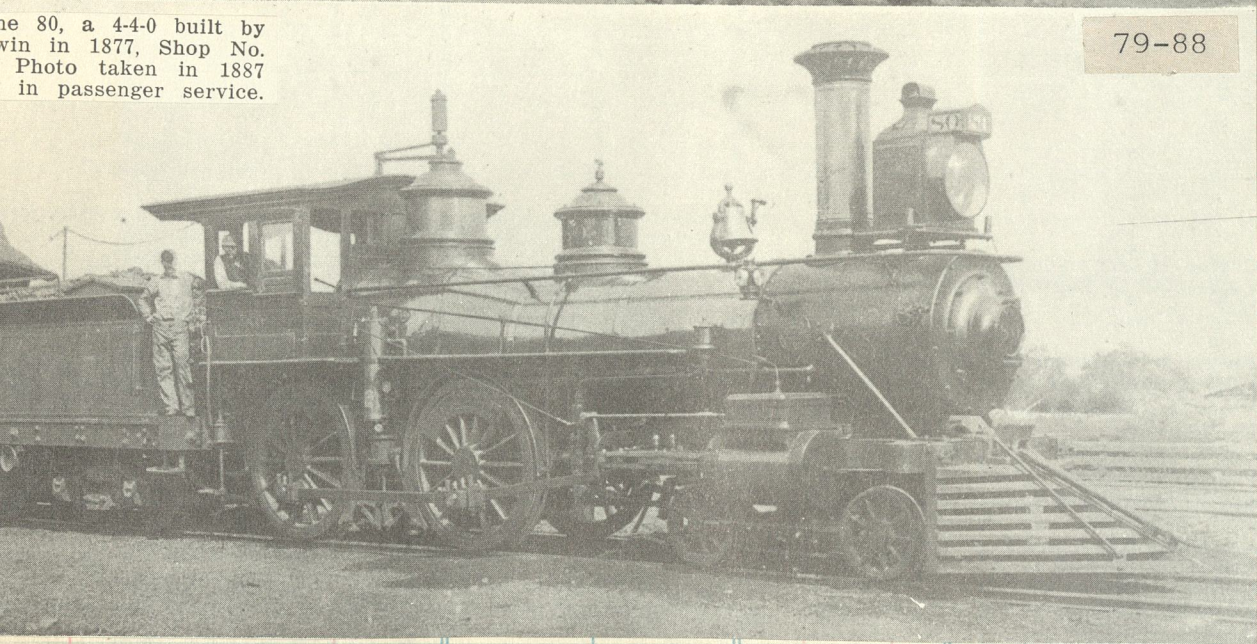
The 379 (377-383) built at Schenectady 1915 c/n 55160

#392, c/n 57534, and #397, c/n 57539, two of ten engines (389-398) built in 1917 by Schenectady.



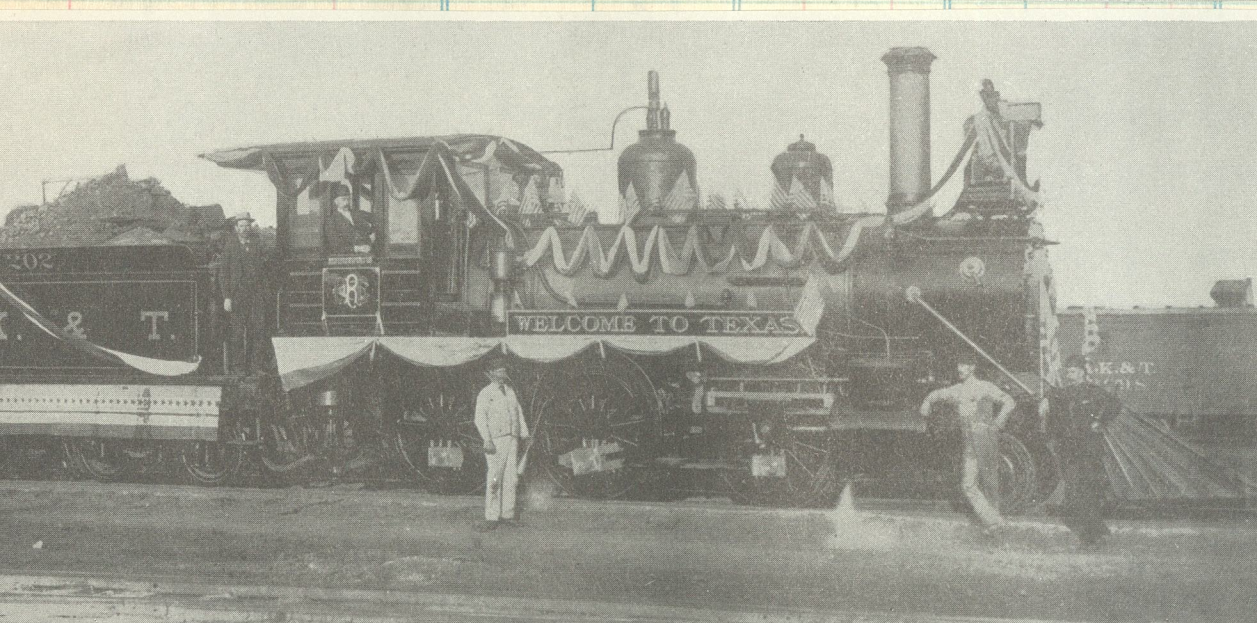


Engine 54, a Mason 4-4-0 built in 1873 and photographed in 1875.

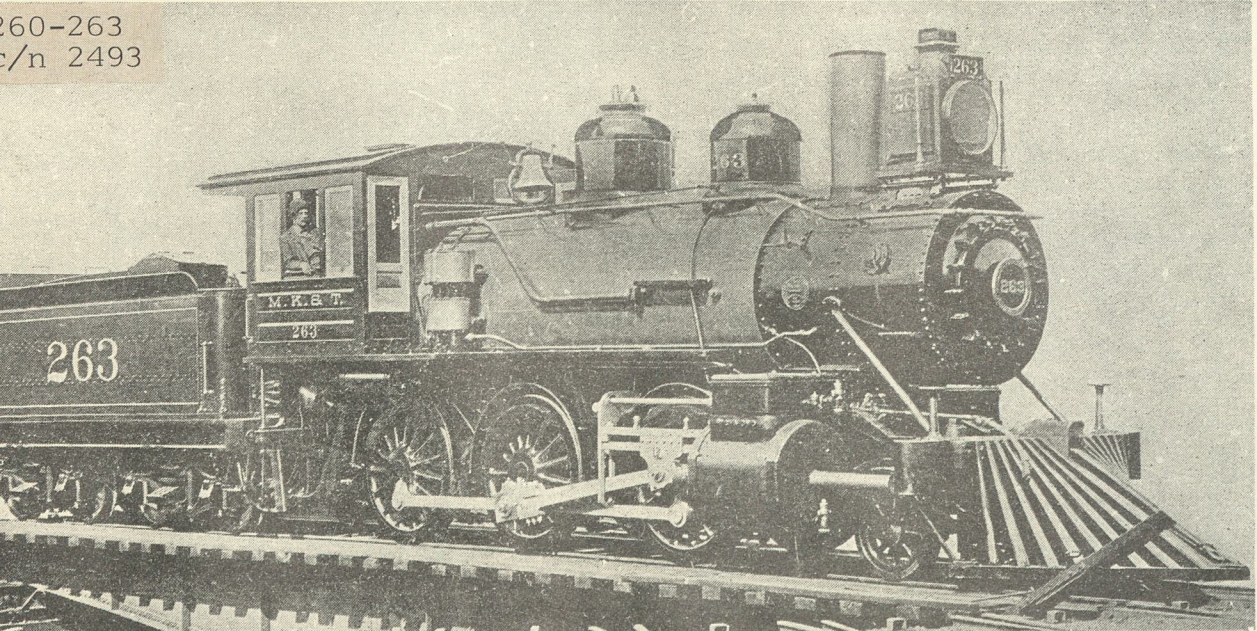


Engine 80, a 4-4-0 built by Baldwin in 1877, Shop No. 13736. Photo taken in 1887 in passenger service.

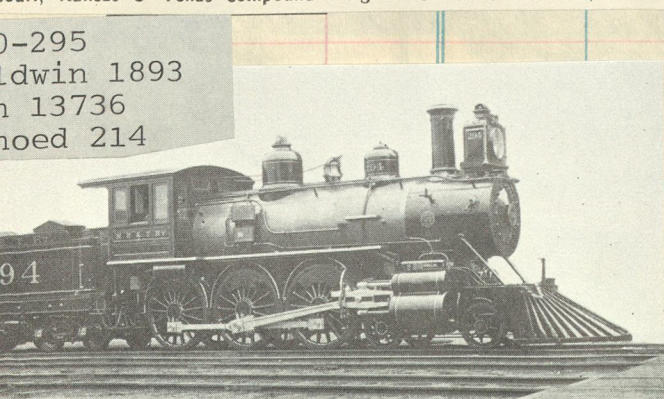
79-88



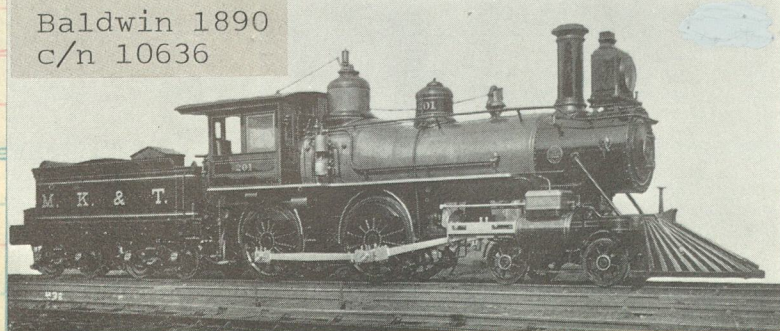
"WELCOME TO TEXAS" proclaims the sign on the running board of MK&T Engine 202. The photo of this decorated locomotive was taken at Denison, Texas, in 1891 when the engine was dolled up for a state tour of the delegates to the National Convention of the Order of Railway Conductors; note the big ORC emblem on the cab, beneath the fancy fringed arm-rest. Engineer J. T. Adler stands with his long oiler at the left of the main driver. Engine 202 was brand new the year this picture was taken, having been built for the Katy by Baldwin, Shop No. 11733. She was later renumbered 134 and was disposed of at Parsons, Kansas, in December of 1913. (Collection of Dr. S. R. Wood)



Missouri, Kansas & Texas compound freight locomotive No. 263, built by the Richmond Locomotive & Machine Works in 1895.

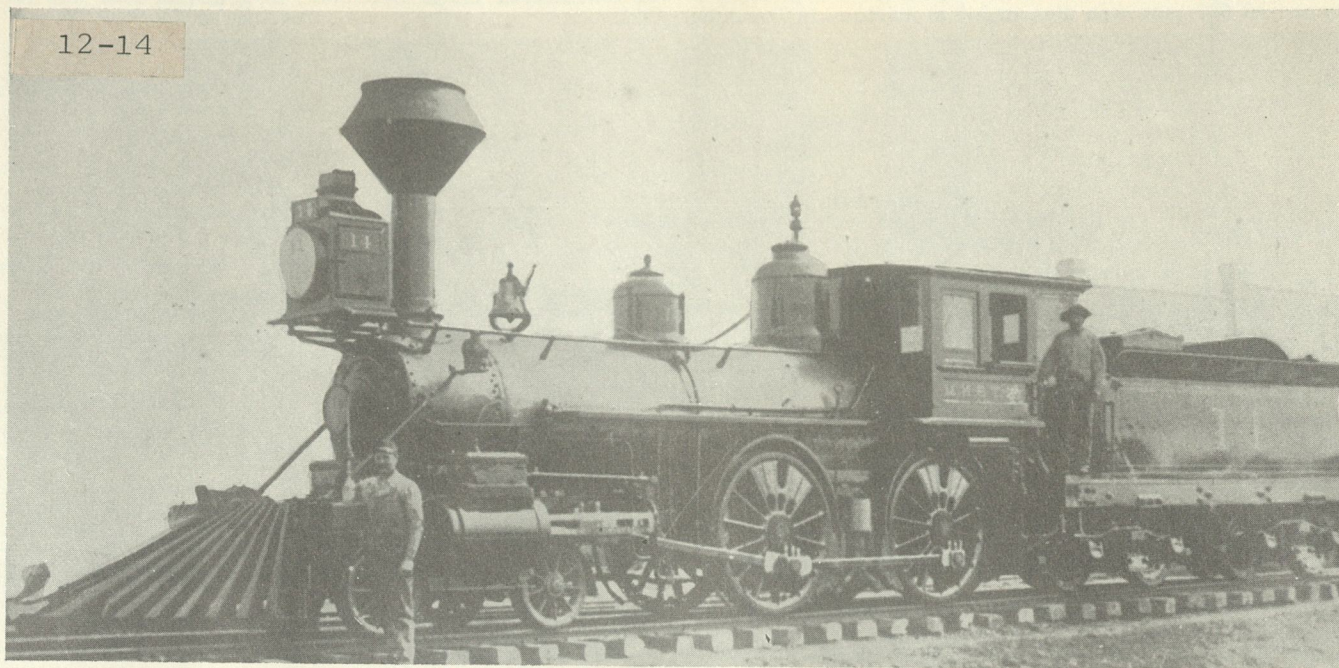


Baldwin 1893 c/n 13736 no. 214

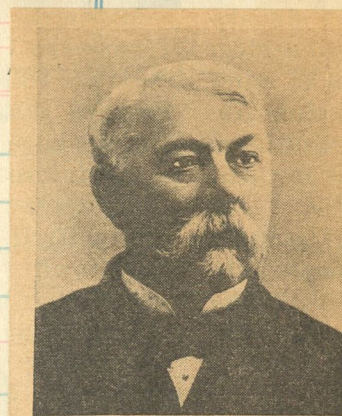


Baldwin 1890 c/n 10636

MISSOURI, KANSAS & TEXAS RAILWAY'S Engine No. 14 was a diamond stack 4-4-0 built by Pittsburgh in 1870, bearing builders' number 83. She is shown here on the old main line near the Parsons & Pacific Railway roundhouse, just south of the Kansas City, Fort Scott & Memphis Railway crossing, on March 2, 1894. No. 14 was just out of the shops, having been repaired following a collision with Engine 64. (Collection of Dr. S. R. Wood)



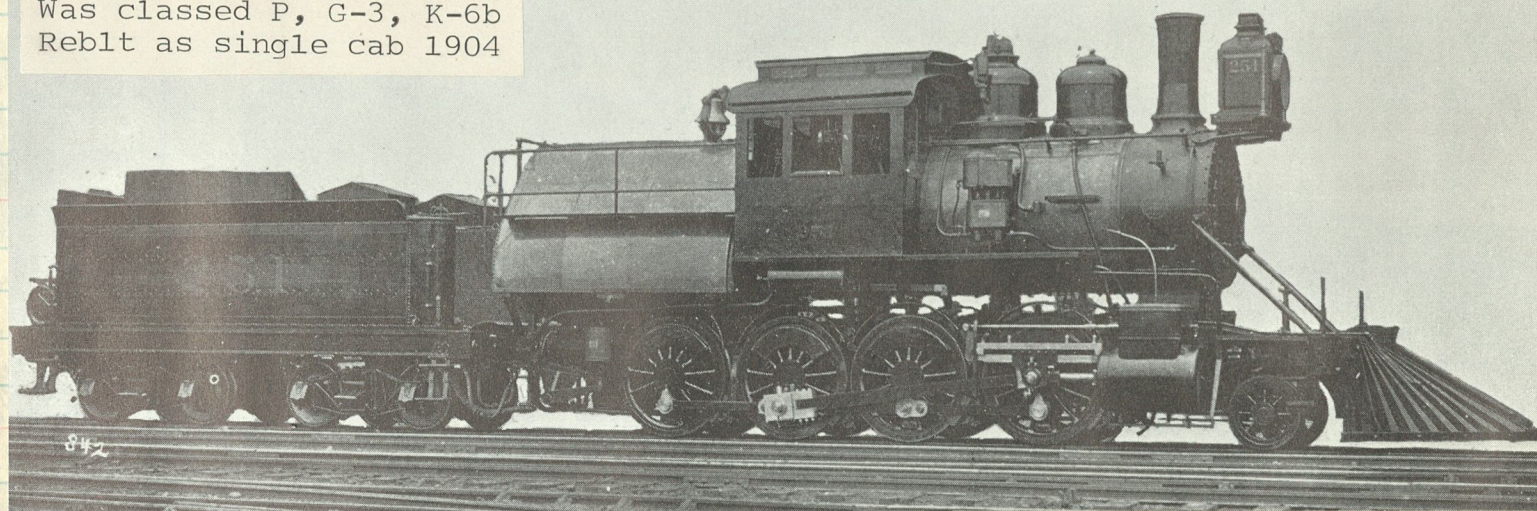
12-14



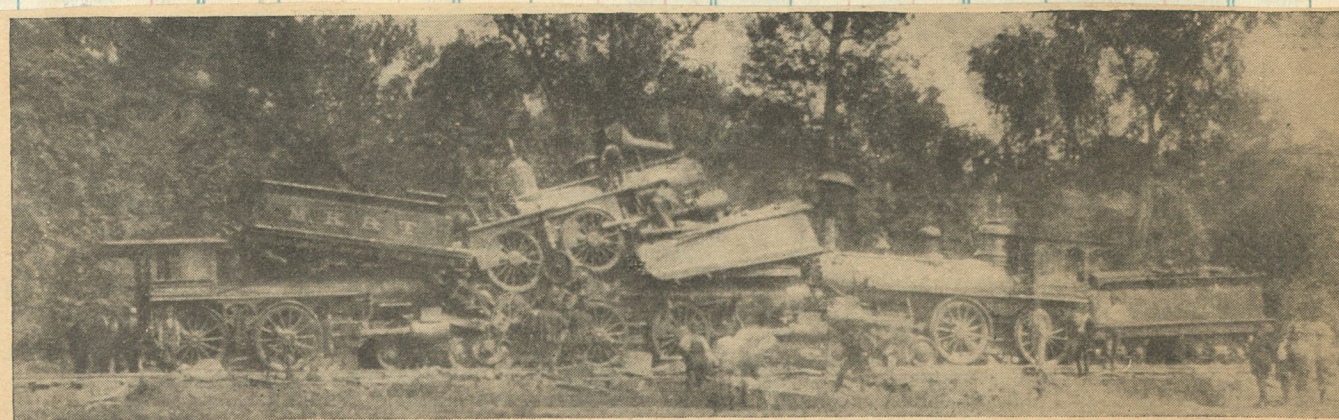
President Levi Parsons

THE MISSOURI, KANSAS & TEXAS RR struck some anthracite coal or lignite somewhere on their line as evidenced by the wide firebox on this camelback 2-8-0 built in 1895. (Collection of C. A. Brown)

Baldwin 1895 c/n 14347 Was classed P, G-3, K-6b Reblt as single cab 1904



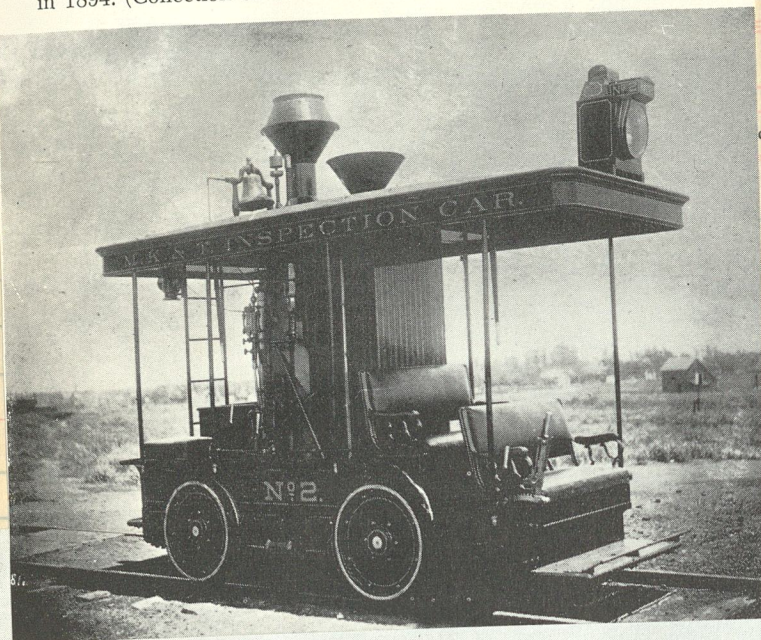
ALL ABOARD FOR HANNIBAL! Engine No. 75 of the Missouri, Kansas & Texas stands at the Missouri Pacific depot in Sedalia, Missouri, ready to depart for Hannibal with a string of varnish. The crew in this photo taken around 1890 included Conductor H. J. Smith, Engineer De Las McComas, and Fireman Charles Parks. Engine 75 was built by Baldwin in 1876, bearing Shop No. 4019. (Collection of Dr. S. R. Wood)



HOW MANY LOCOMOTIVES IN THIS PILE? The wreck occurred on June 14, 1873, near Orrick, Mo., on the St. L. K. C. & N. Railroad.

Trackage Rights Tangle. Back on June 14th, 1873, the Katy (for Reasons Unknown) Secured Permission to Route Three of Its Engines as a Triple-Header Between Kansas City and Moberly, Mo., on the Line of the St. Louis, Kansas City & Northern (Now Wabash). Overlooking a Rule of the Latter Road that a Train More than 35 Minutes Late Lost Its Rights and Was Required to Head in at the Nearest Siding and Wire for Orders. The Crews of the Triple Header Fell Behind that Limit, but Continued on Their Way. The Result Was a Head-On Meet with an StLK&N Freight. No One Was Seriously Hurt, though the Locomotives Fared Badly. The Little Rogers Eight-Wheeler at the Extreme Right Was Originally Built for the North Missouri in 1870, but There Is Some Doubt as to the Identities of the Katy Mills

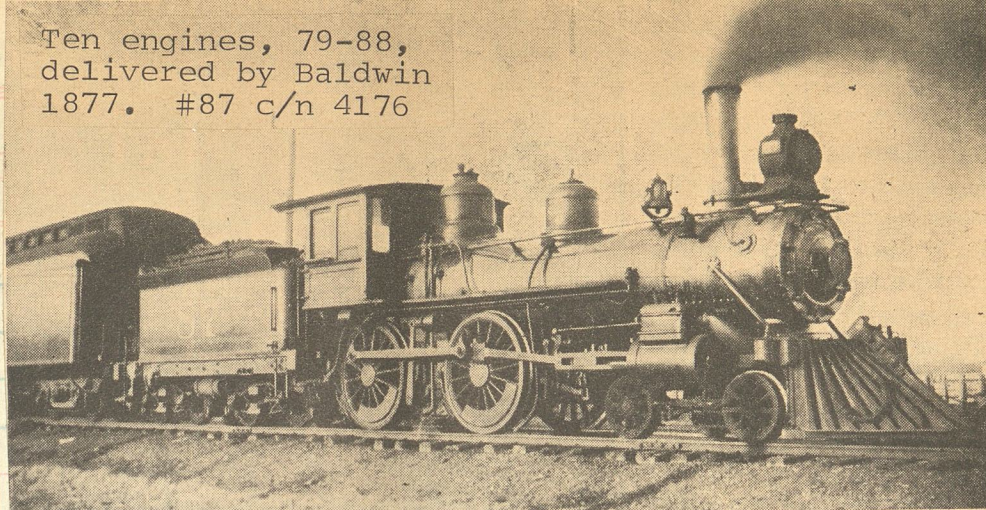
MISSOURI KANSAS & TEXAS bought this sporty inspection car in 1894. (Collection of C. A. Brown)



#75 c/n 4019
Baldwin 1876

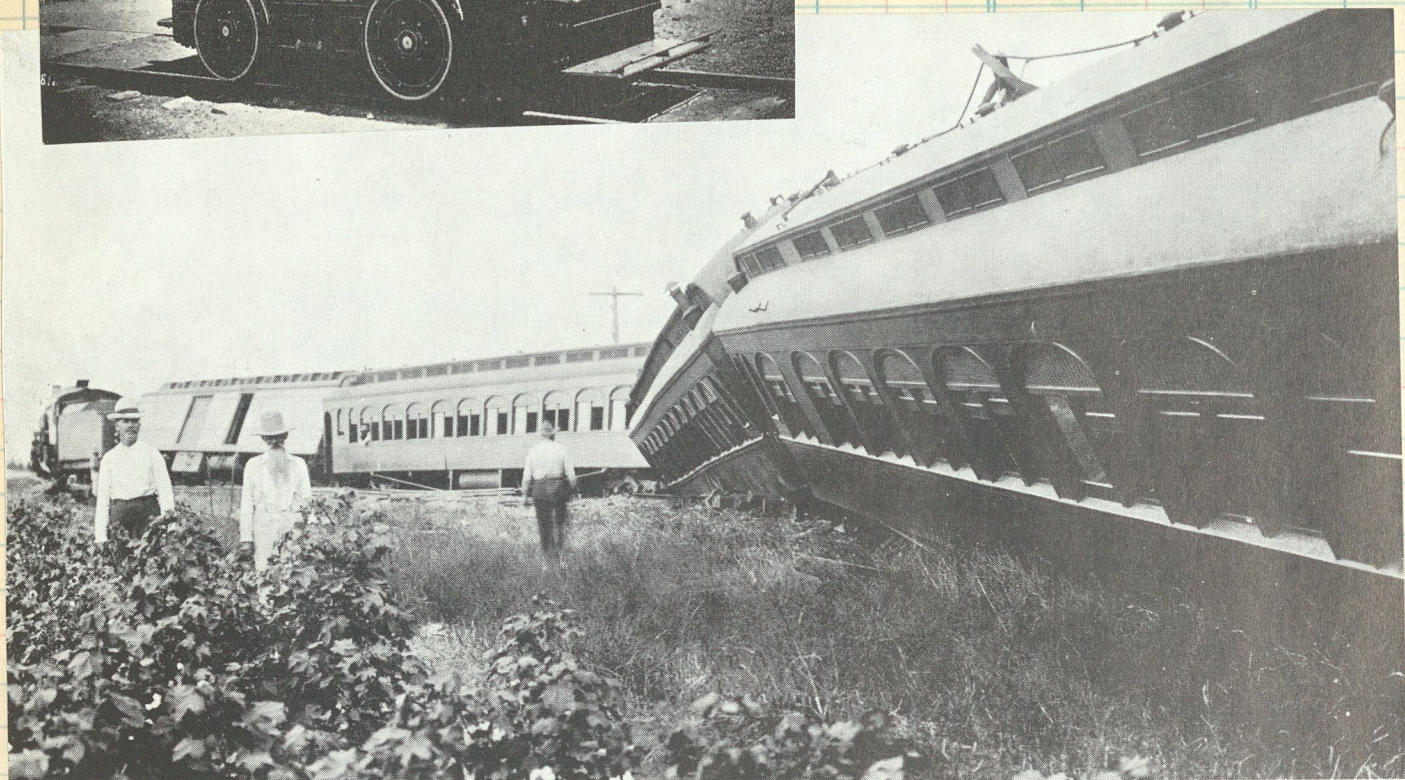
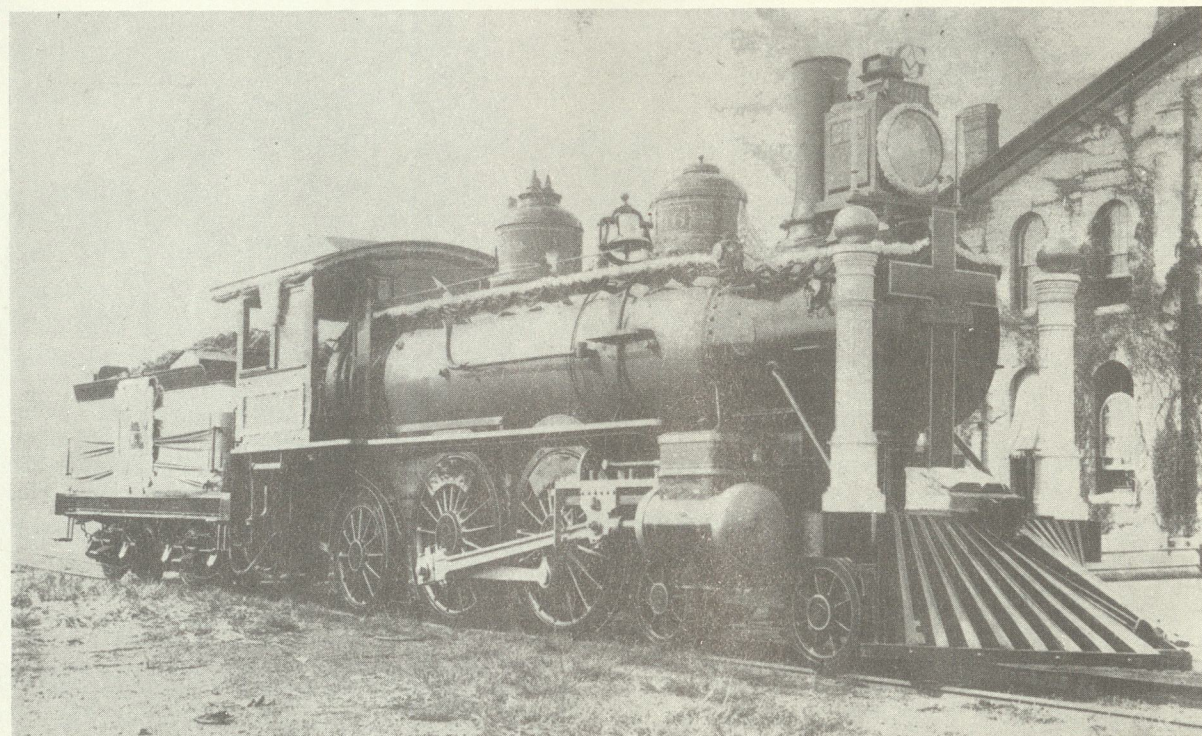


Ten engines, 79-88,
delivered by Baldwin
1877. #87 c/n 4176



Number 87 pauses with Neosho Division's local passenger at Strawn, Kan., 81 miles south of Junction City. Later was the starting point of Union Pacific, Southern Branch (later MK&T)

KNIGHT TEMPLAR EXCURSION provided the reason for the fancy job of decorating Engine 296 of the Katy; note the open Bible on the pilot beam between the two pillars and directly below the crown and cross fixed on the smokebox. This photo of the high-stepping Atlantic type was taken at the shops in Parsons, Kansas, in August, 1895. No. 296 was only about a month old at the time, having been constructed by Baldwin in July, 1895, under Shop No. 14346. The small splashers located on the running board over her drivers is slightly reminiscent of English motive power of the period. (Collection of Dr. S. R. Wood)

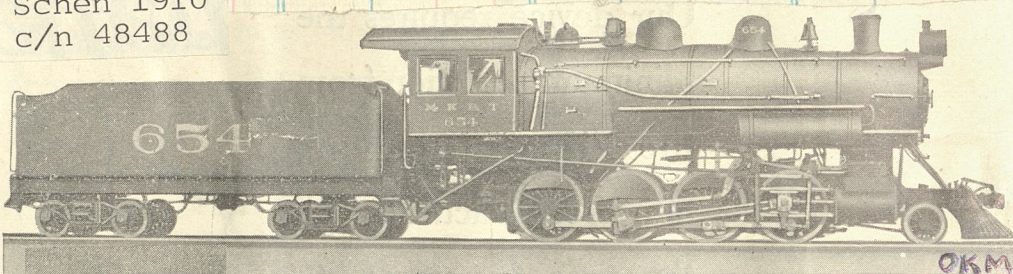


LYING SEDATELY IN A FIELD near San Marcos, Texas, these Missouri, Kansas & Texas Railroad Pullmans piled up after derailling from a broken rail on Sept. 16, 1914.



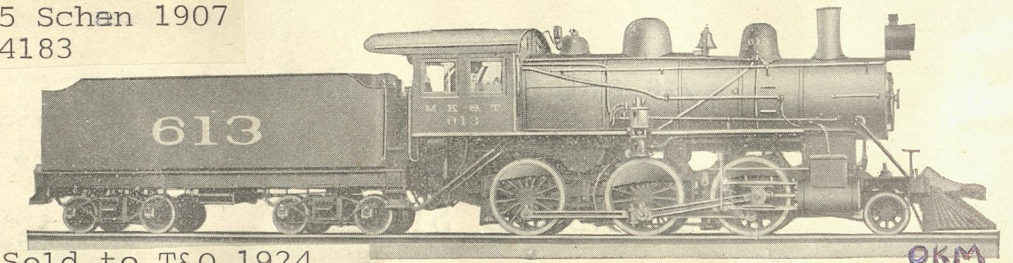
DERAILED by spring floods just south of Oktaha, Okla., MKT engine 381 turned over without injury to crew. GLs in rowboats rescued stranded passengers

636-655
Schen 1910
c/n 48488



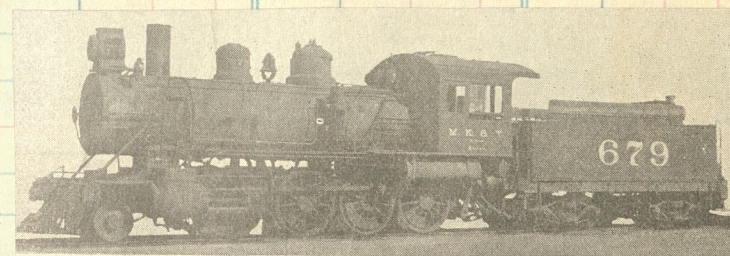
CONSOLIDATION LOCOMOTIVE
Total Weight of Engine, 220,000 pounds; Weight on Drivers, 196,500 pounds; Diameter of Drivers, 61 inches; Boiler Pressure, 200 pounds; Cylinders, 22 x 30 inches; Maximum Tractive Power, 40,500 pounds.

601-615 Schen 1907
c/n 44183



Sold to T&O 1924

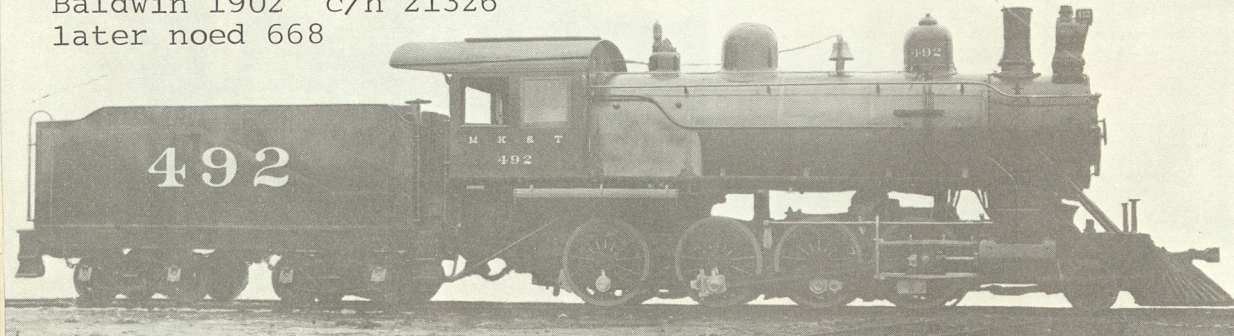
MOGUL LOCOMOTIVE
Total Weight of Engine, 159,000 pounds; Weight on Drivers 137,300 pounds; Diameter of Drivers, 63 inches; Boiler Pressure, 200 pounds; Cylinders, 20 x 28 inches; Maximum Tractive Power, 30,200 pounds.



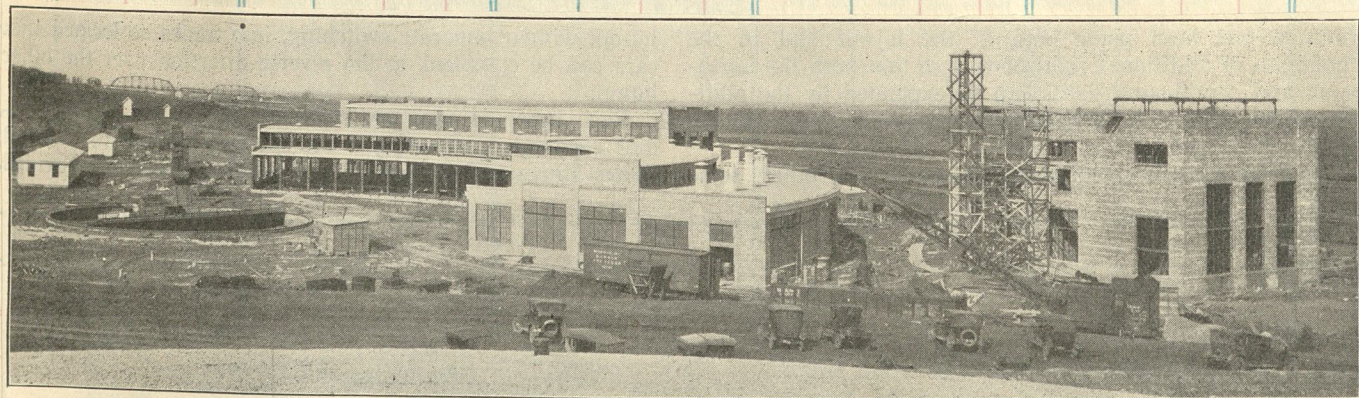
Former Texas Central #118 built
Baldwin 1901 c/n 19794



Baldwin 1902 c/n 21326
later noed 668

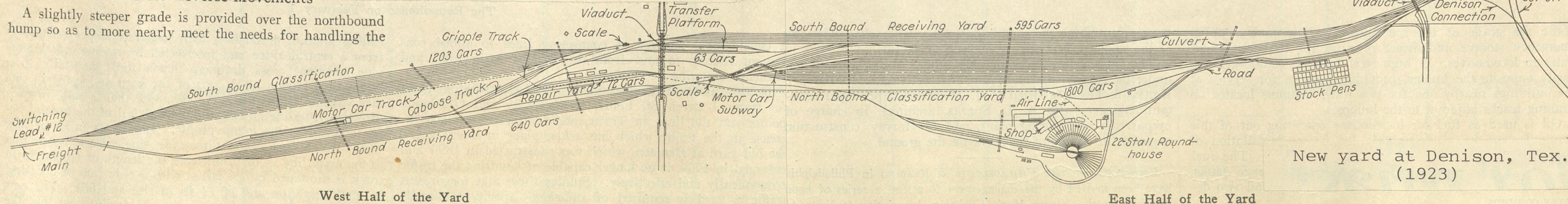


Shawnee, Okla



The Roundhouse with the Power Plant at the Right. Highway Viaduct Over the Hump in the Background

A slightly steeper grade is provided over the northbound hump so as to more nearly meet the needs for handling the

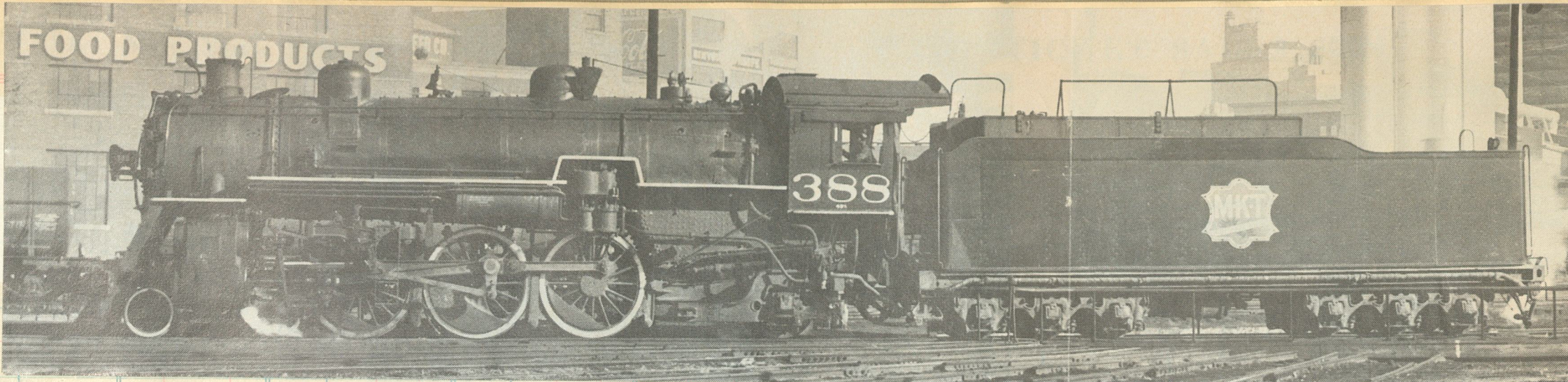


New yard at Denison, Tex.
(1923)

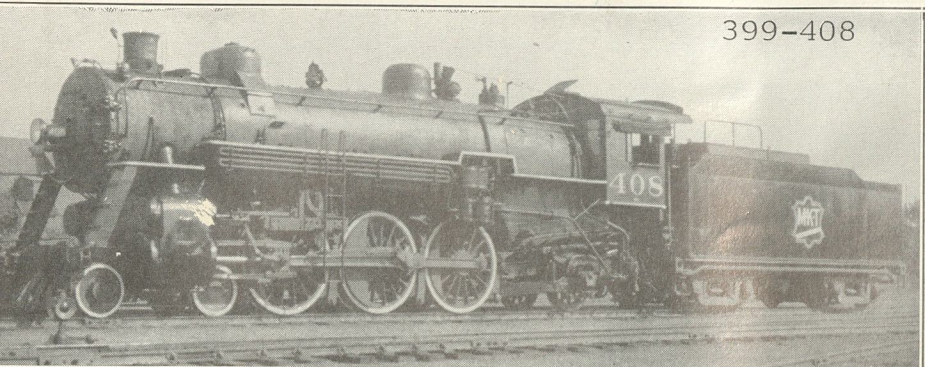
SELLER
DATE
FORM

DESTINATION

Class H-3a
384-388
Schen 1916
c/n55694

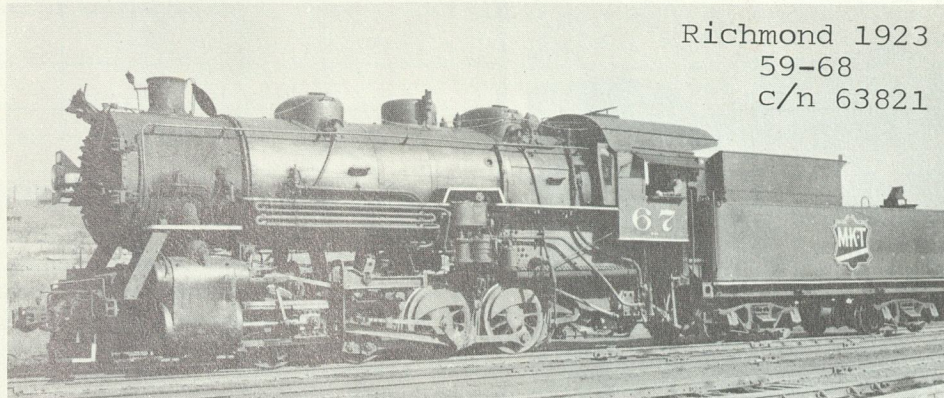


Sold Amount

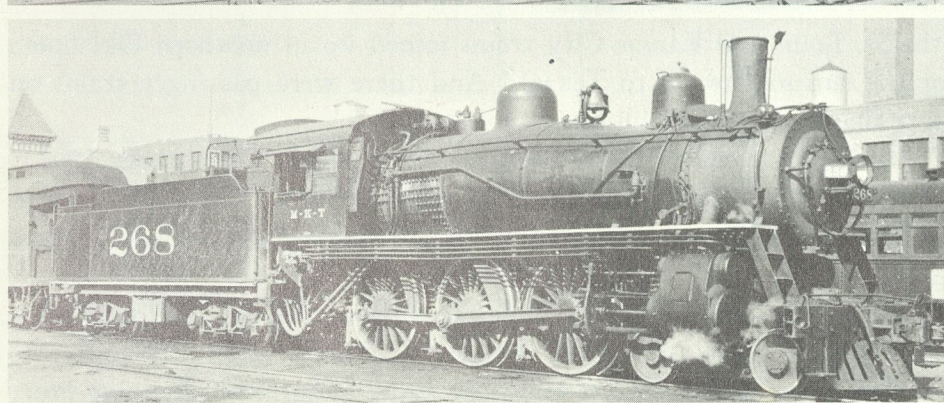


399-408

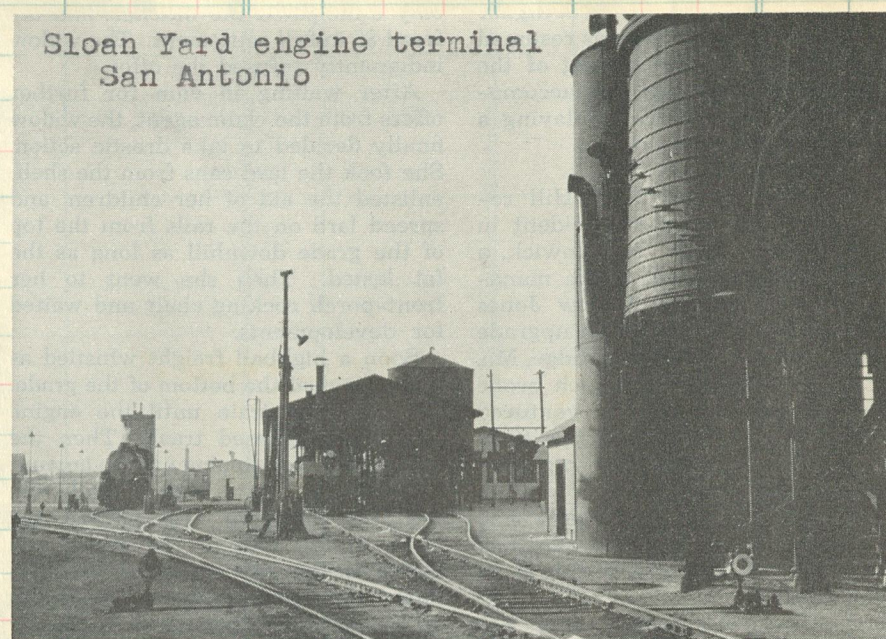
Missouri-Kansas-Texas Ry. #408. Lima 1920 #5969, Muskogee, Okla. Class H-3-c. —Courtesy of Ralph Graves.



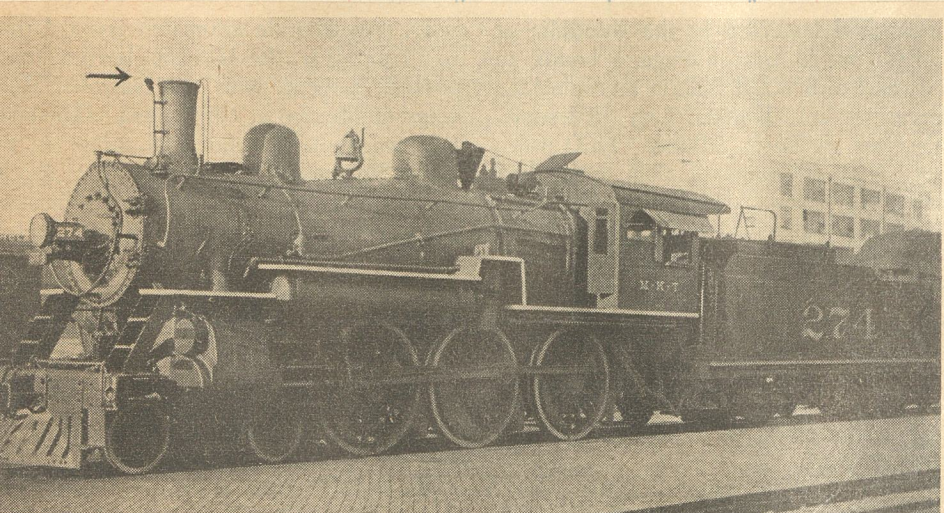
Richmond 1923
59-68
c/n 63821



268, org #348, Schenectady 1909 c/n 45870



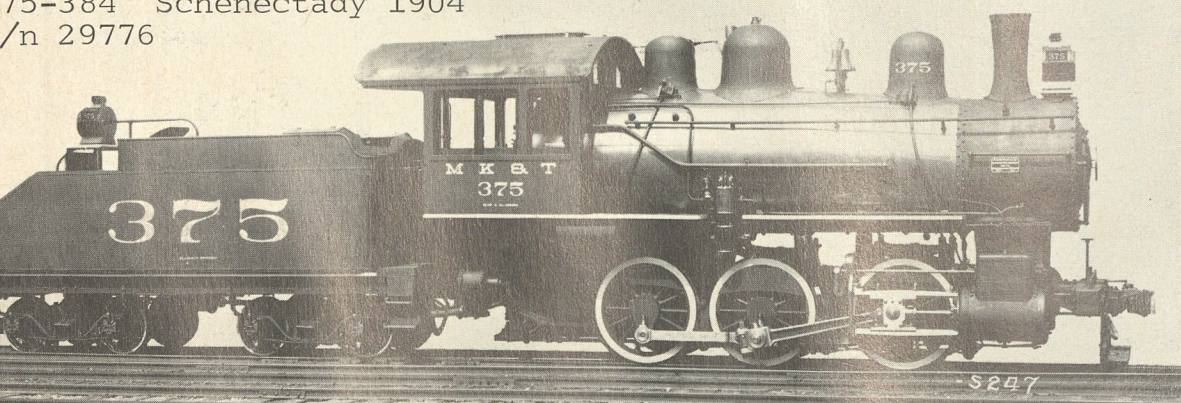
Sloan Yard engine terminal
San Antonio



Preston, Glenn, Shawnee, Okla.

274, org #354, Schenectady 1910 c/n 48457

75-384 Schenectady 1904
/n 29776



400-409

—Courtesy of American Locomotive Co.
M. K. & T. #406, Richmond, 1899. Renumbered 189 (1912).



Sedalia, Mo

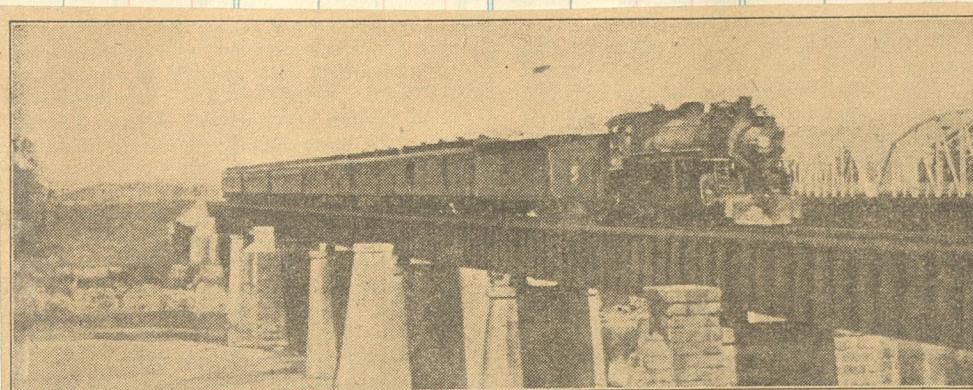
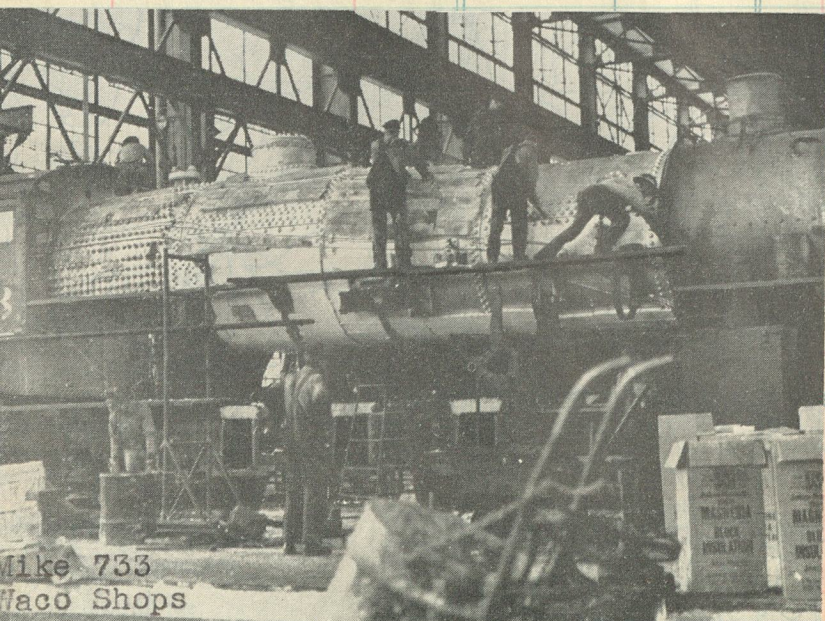
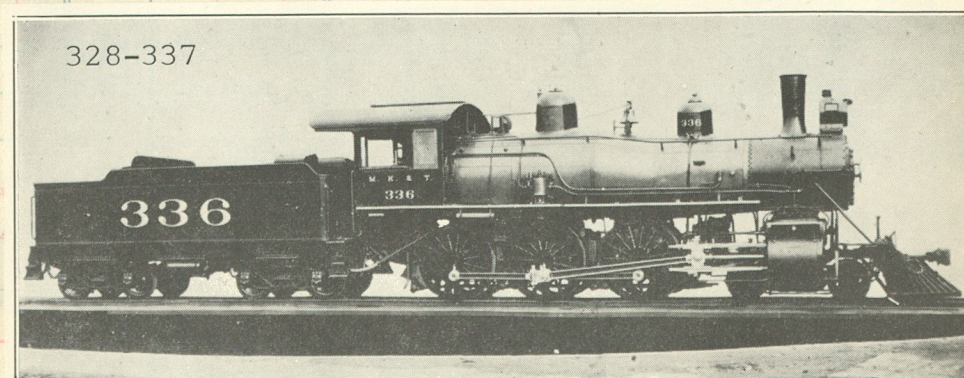
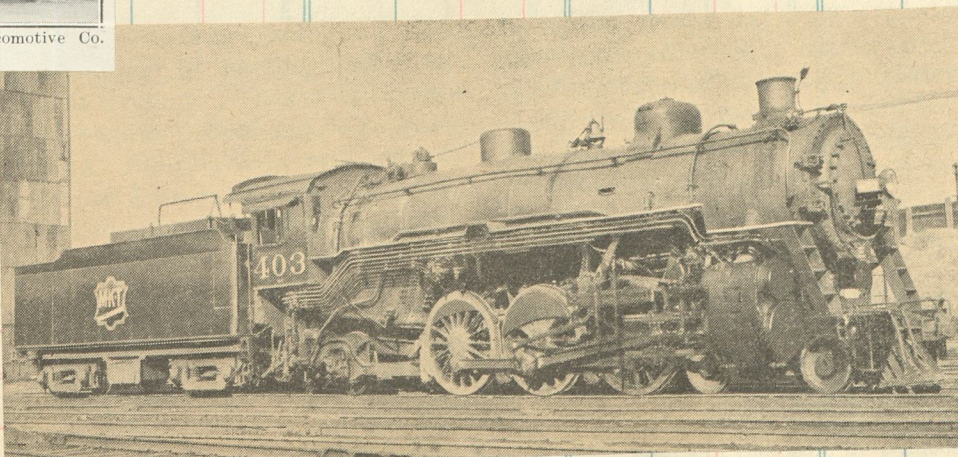


Photo Made in 1931 by Walter E. Ferguson, 415 North C St., Muskogee, Okla.
Katy Train Number 5, Pulled by the 413, a Pacific Type, Crossing the Arkansas River Four Miles
North of Muskogee, Oklahoma

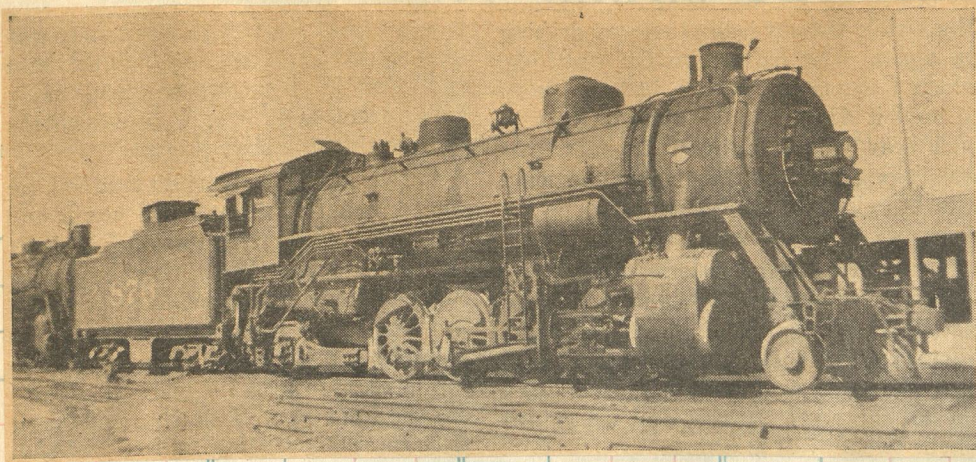


Mike 733
Waco Shops



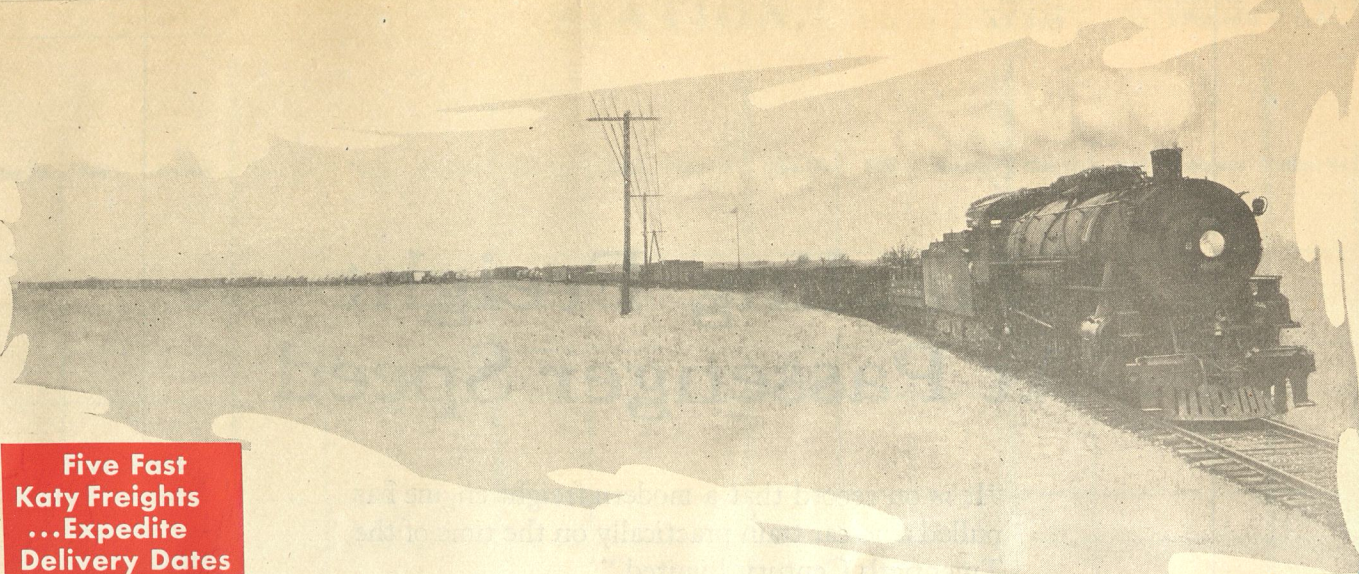
328-337

M. K. & T. #336, Baldwin 1906 (No. 27093). Class G-6. Passenger Service. Balanced Compound, cyls. 15 & 25x26". Drivers, diam. 62" (inside), 68" (outside).. Weights: On driv. 123120 lbs; total engine 172370 lbs.; E. & T. 290000 lbs. Tender capy., 6500 gals. water; 15 tons soft coal; Working pressure 220 lbs. Engine 336 renumbered 246 in Sept., 1912.



861-880 Class L-2c LIMA 1920

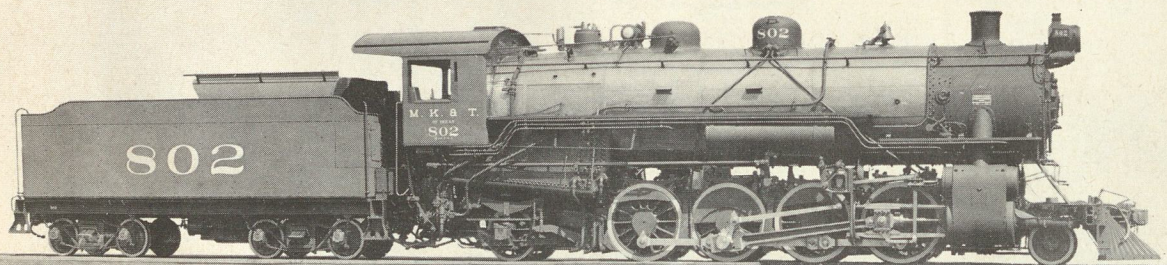
Five Fast
Katy Freights
...Expedite
Delivery Dates



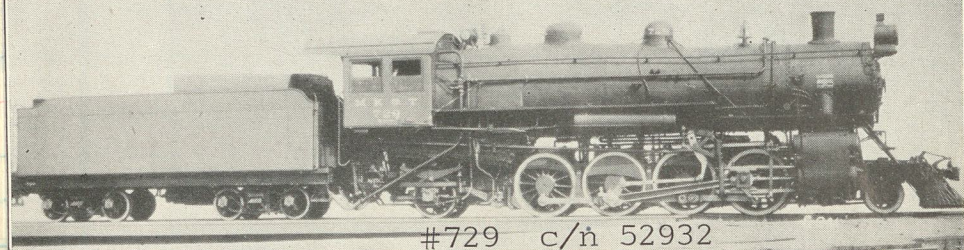
836-860
Class L-2b
Schen 1918



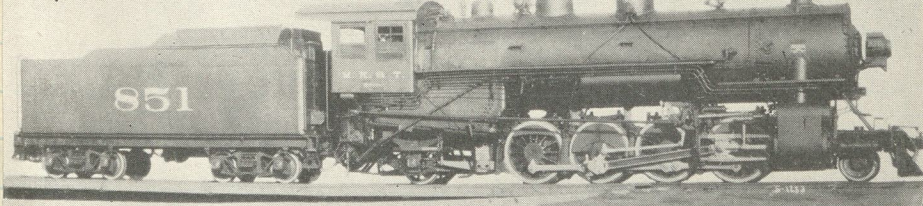
One of 35 handsome Mikes (801-835) delivered by Schen in 1915
c/n 55166



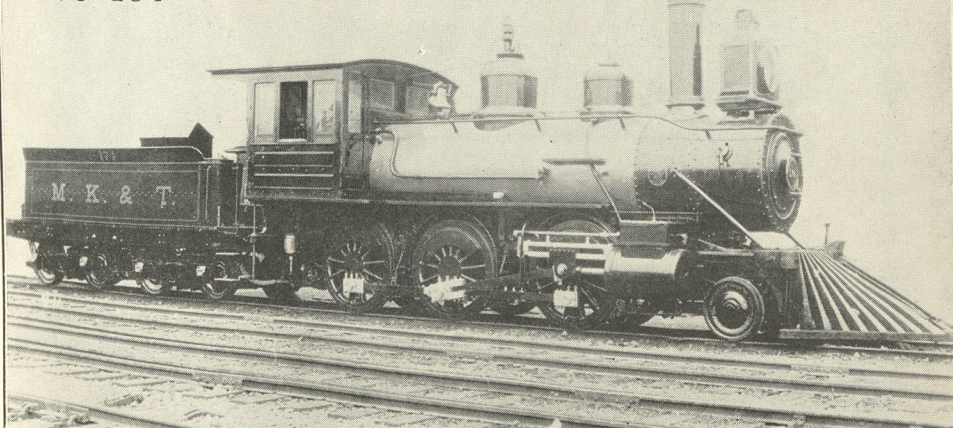
The initial Mikes for the Katy. Fourty class
L-1a, 701-740, b1t at Schenectady 1913



836-860 Schenectady 1918 class L-2b
c/n 59930

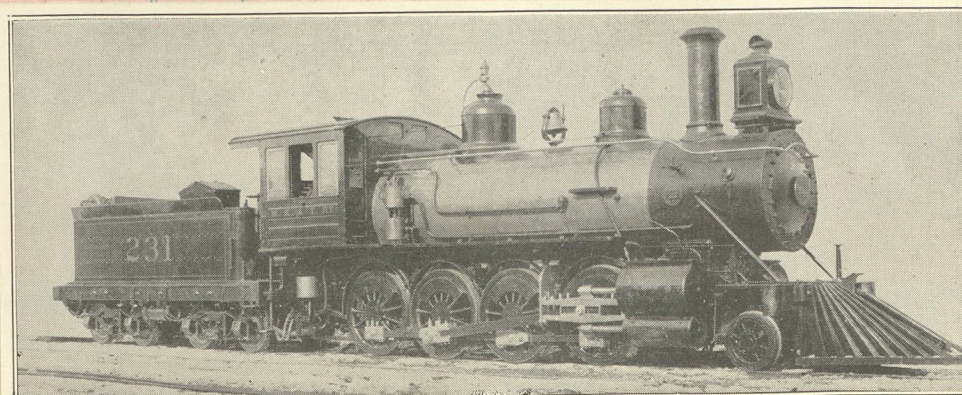


170-184

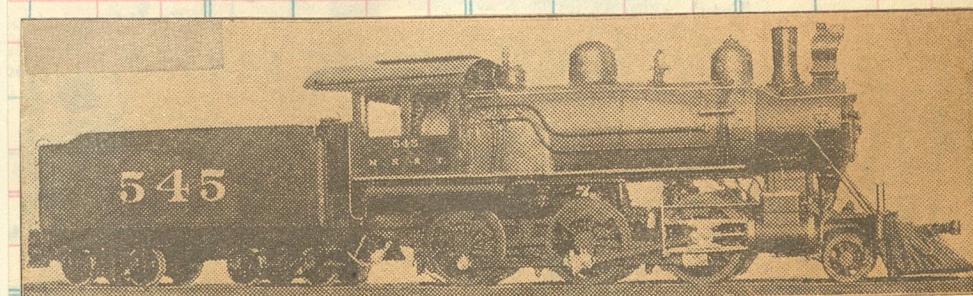


M. K. & T. #174, Baldwin 1889 #10117. Later #106. Scrapped at Parsons 8-1920.

In 1910 the M-K-T had over 300 2-6-0's
on the roster.



M. K. & T. #231, Baldwin 1893 (#13128). Vauclain Compound Cyls. 14 & 24x26", drivers 57". Wt. on drivers 134500 lbs., Wt. engine 148000 lbs., Road class G. Renumbered 601 in Sept. 1912. Prior to 1922 simplified to 20x26" cyls.. Off active list prior to 1930.



Delivered by Baldwin 1904 c/n 23924

★ THE KATY KOMETS

Southbound from St. Louis and Kansas City
... Fastest service ever on the Katy Lines
... Merchandise, livestock and packing
house products, second morning delivery at
Houston and San Antonio.

★ THE KATY PACKER

Northbound with livestock and perishables
to Kansas City and St. Louis ... Close con-
nections for eastern and northern markets
... 18½ hrs. Fort Worth to Kansas City ...
and 25¾ hrs. to St. Louis.

★ THE KATY KLIPPER

Southbound from St. Louis—supplementary
fast freight service to Parsons, Muskogee,
Denison, Dallas and Fort Worth.

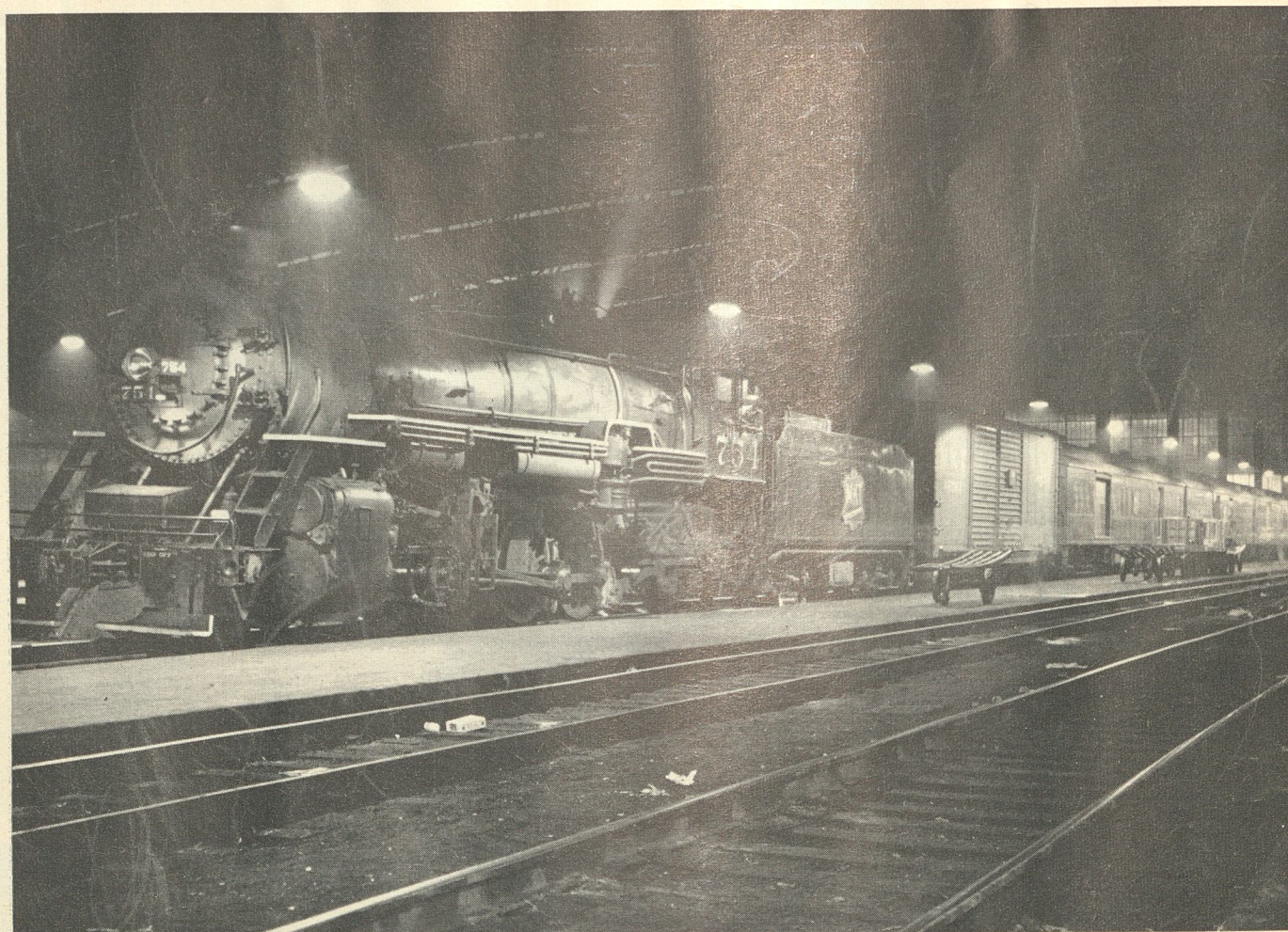
★ THE ROCKET

Northbound from Fort Worth and from Dallas,
via Denton—Hours slashed from schedules
mean more efficient service.

★ THE BULLET

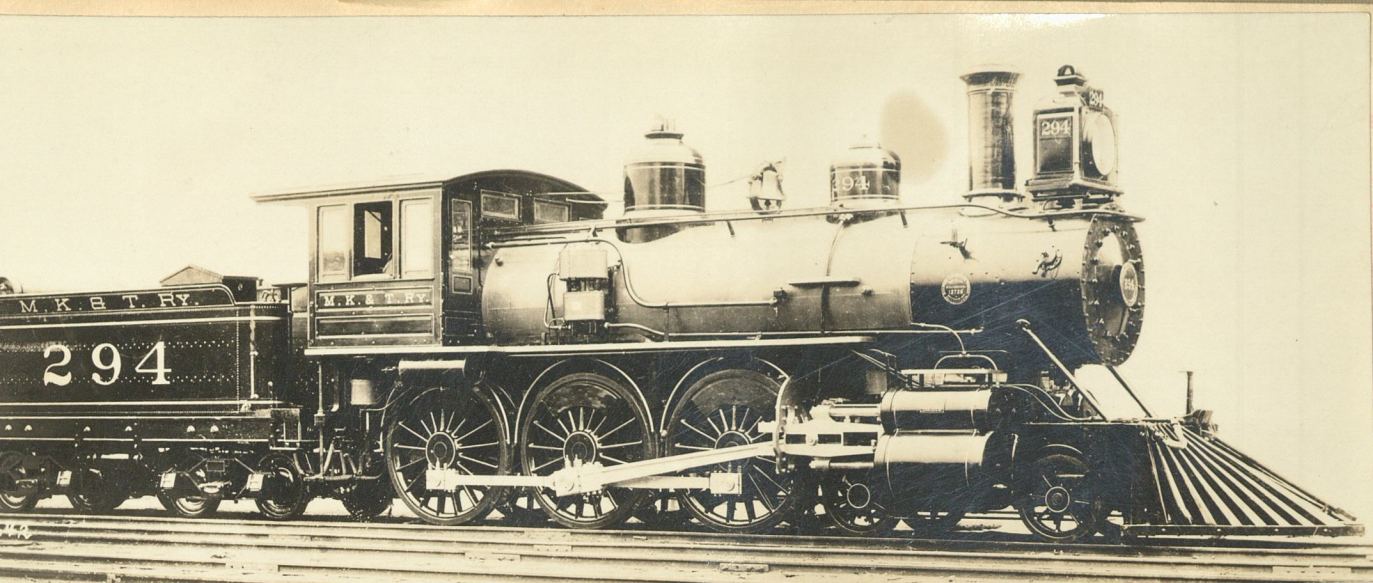
Additional southbound service from
St. Louis and Kansas City to Dallas, Fort
Worth, Waco, Austin, San Antonio, Houston
and Galveston.

Save Delays!
Use KATY Fast Freight...
IT PAYS

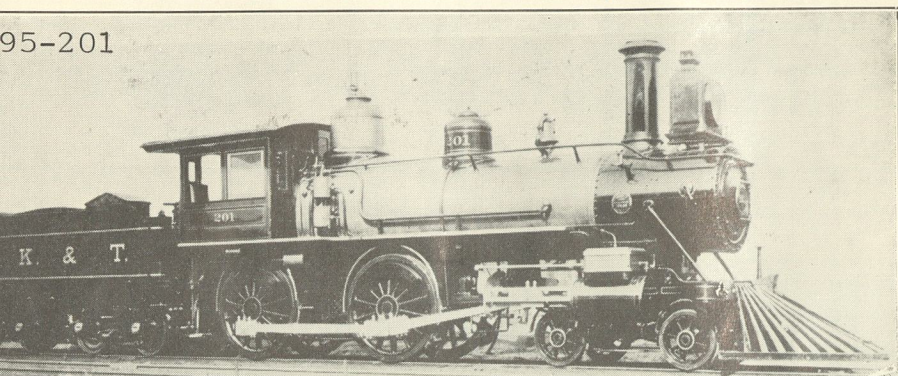


Donald Sims.

A class 1 railroad never sleeps. Missouri-Kansas-Texas No. 5, the Katy Flyer, waits for its 10:47 p.m. departure time within the arched train-
shed of St. Louis Union Station. Mikado No. 754 will wheel the local through the Ozarks on the first lap of its run to San Antonio.

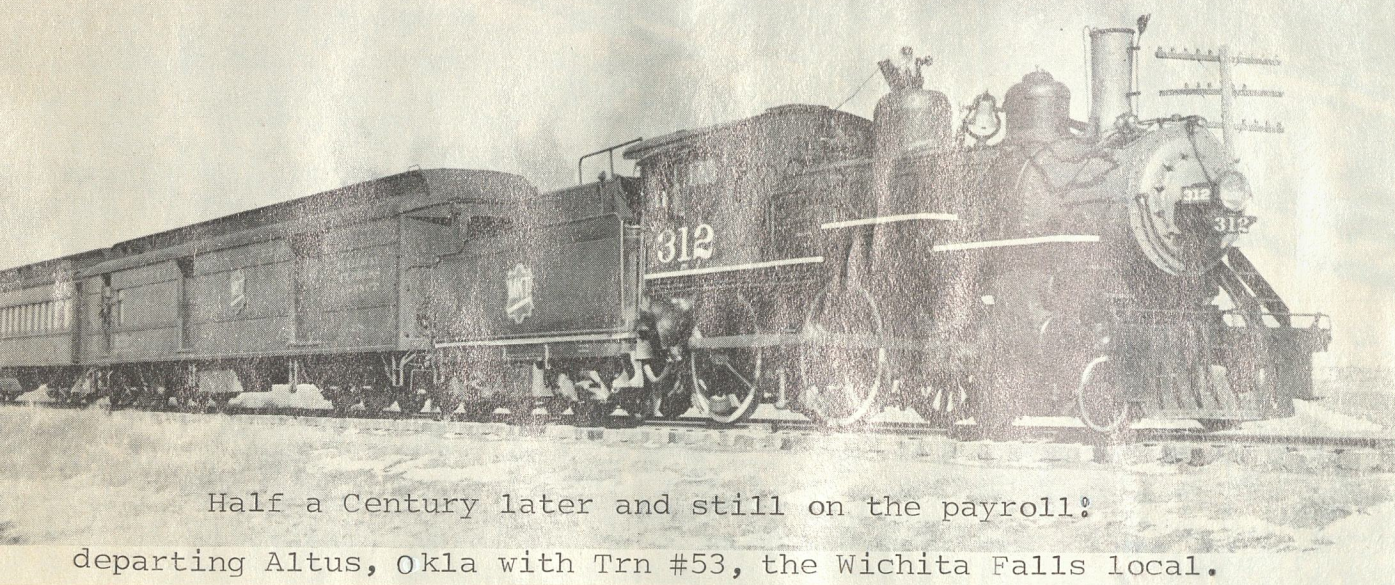


95-201



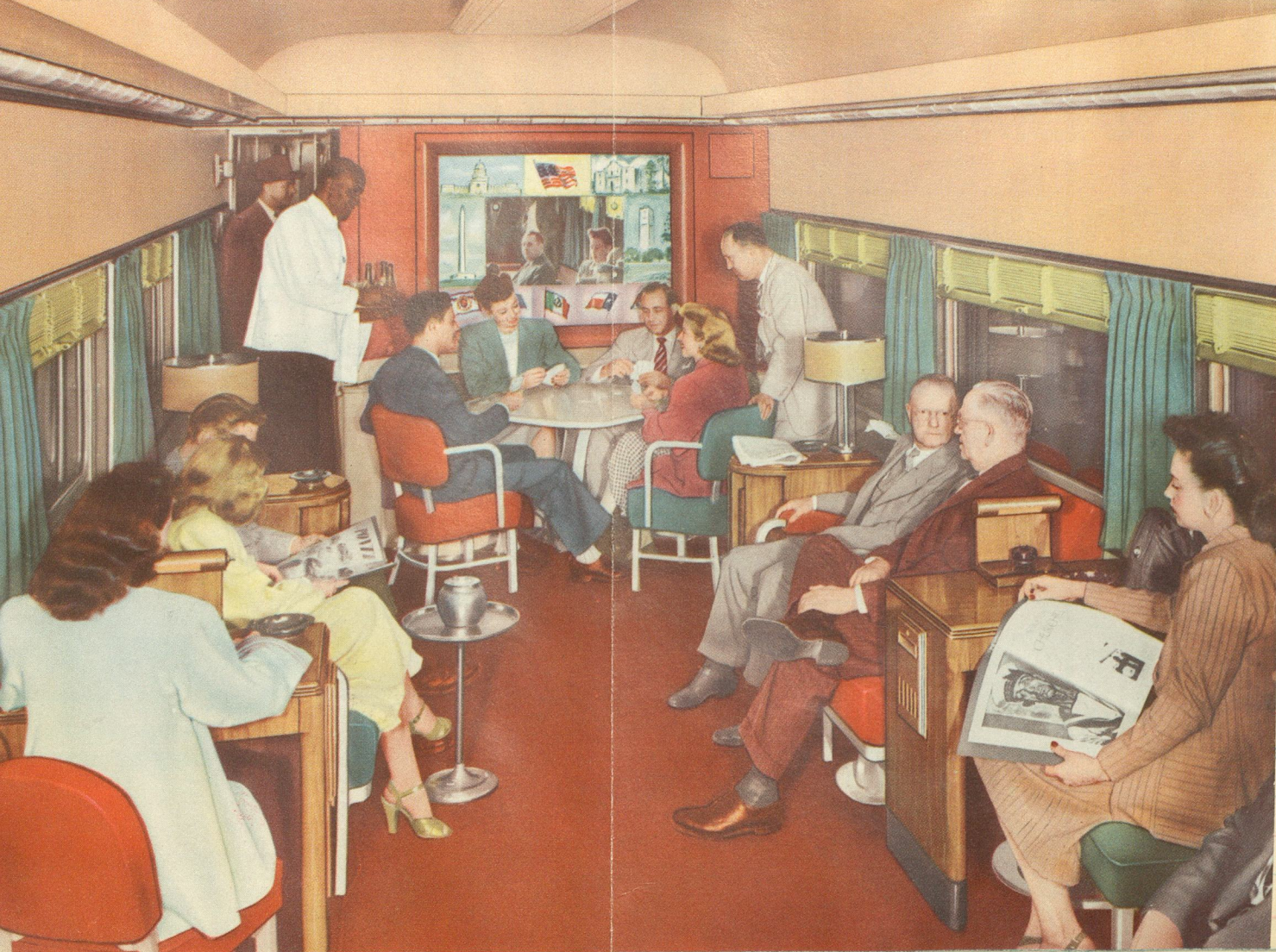
M. K. & T. #201, Baldwin 1890 #10636. Later Nos. 281 and 312
blt with new boiler 1925

Ten wheeler #294, a
Vauclain compound blt
by Baldwin 1893, re-
noed 214. c/n 13736
Reblt simple in 1905

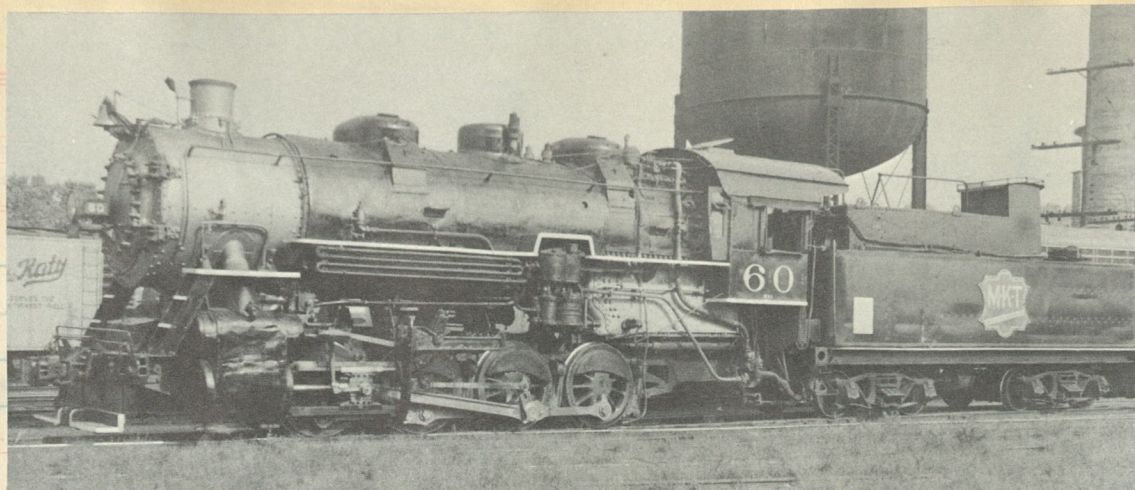


THE NEWEST comfort innovation for Katy's Texas Special
patrons is this gay and charming lounge, a beautifully fur-
nished car with new, unusual, delightful features.

Cushioned divans, tables for refreshments, plenty of room for read-
ing and smoking. A writing desk where you can drop a line to your
loved ones. And ever-present, a courteous Texas Special attendant.

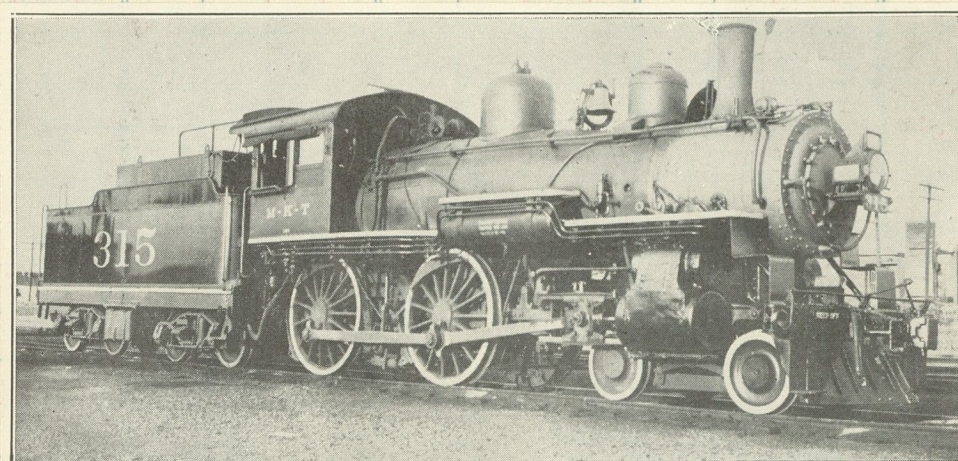
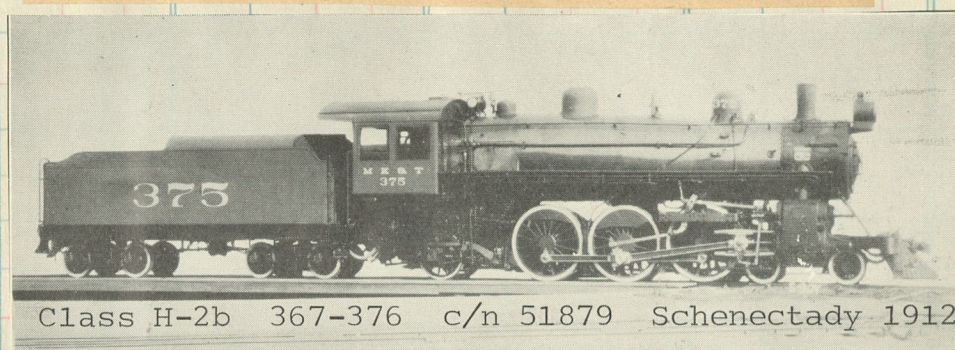


Amount



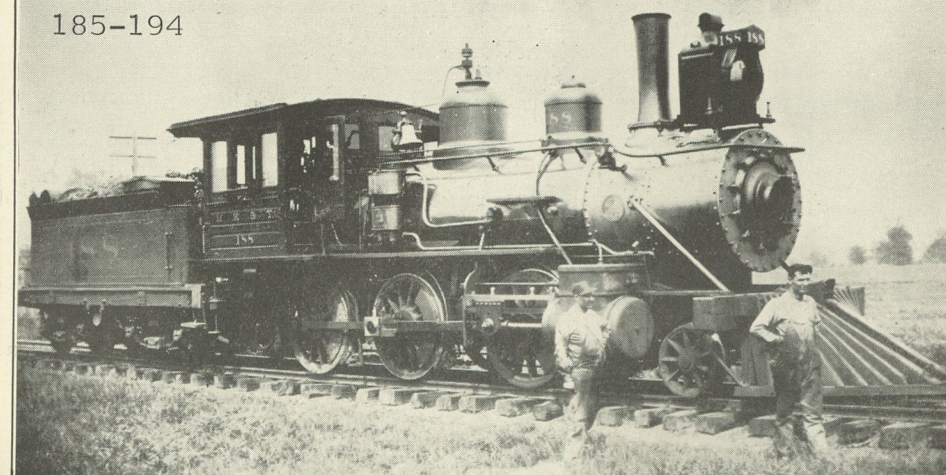
Amount Clos. No. Sold Amount

Another of the class C-1b eight wheel
yard engines. 59-68 built at Richmond
in 1923 c/n 63814



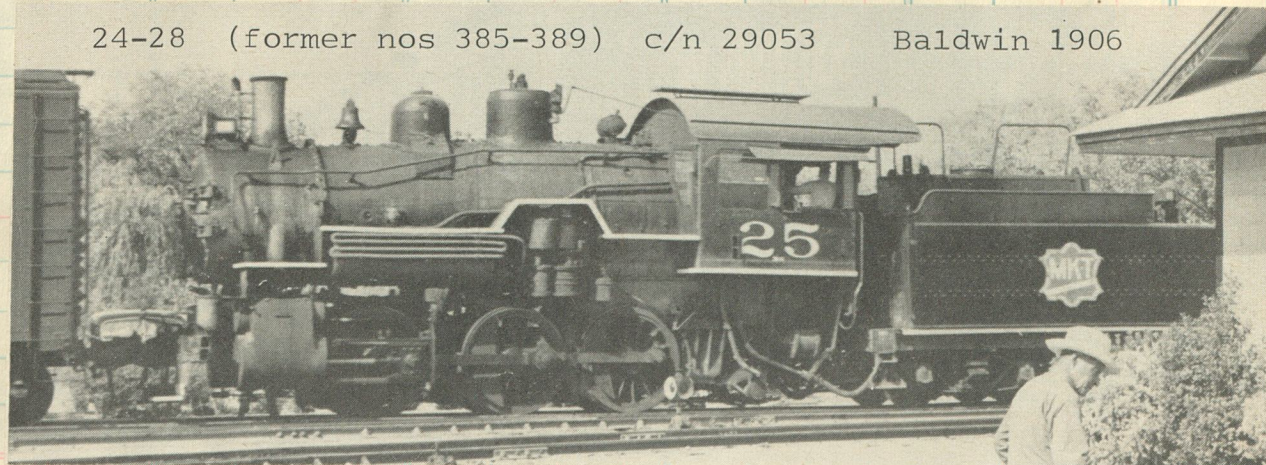
M-K-T #315, Baldwin 1892 (#12671), Orig. M. K. & E. #284. Renumbered 315, Sept. 1912. Rebuilt
1924, new boiler, Richmond #88140-2, piston valves and superheater.
Muskogee, Okla., May, 1940.

185-194

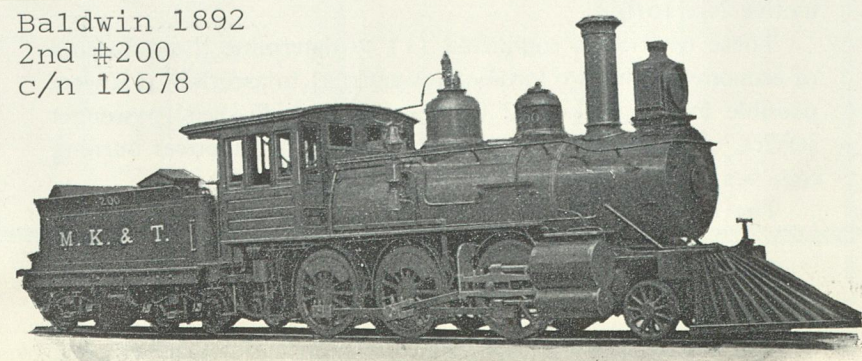


M. K. & T. #188, Baldwin 1890 #10555. Later #120. Scrapped 3-1916.

24-28 (former nos 385-389) c/n 29053 Baldwin 1906



Baldwin 1892
2nd #200
c/n 12678



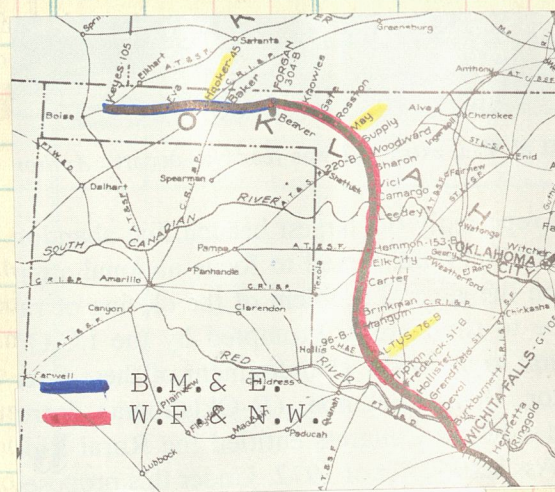


When the wheat rush was on tonnage trains of main line proportions rolled along the NorthWest District. Here a pair of stalwart Moguls charge past the local passenger job with a full consist.

Union Station Wichita Falls
Served by FtW&DC, WF&NW, WV



Wichita Falls & Northwestern Beaver, Meade & Englewood

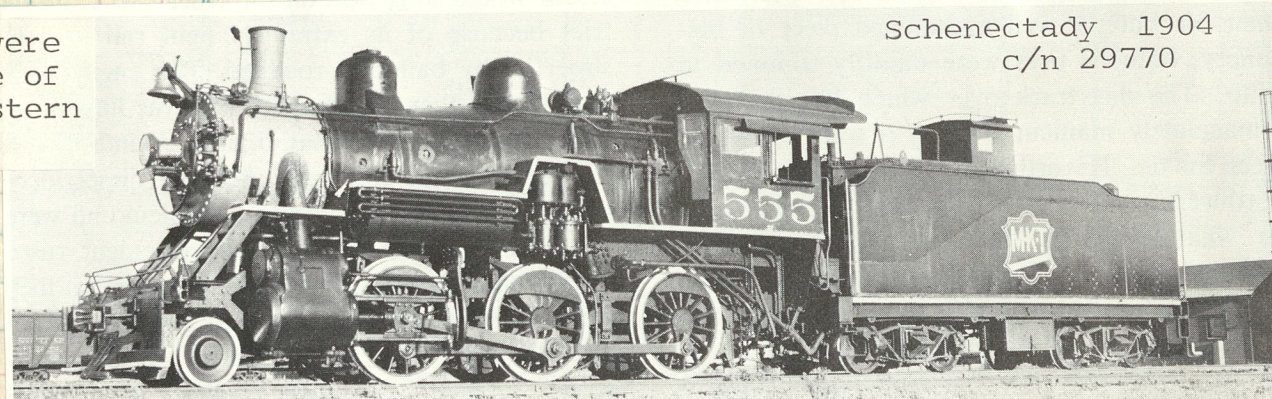


Katy's Northwestern District,

Hooker, Okla
[BM&E]



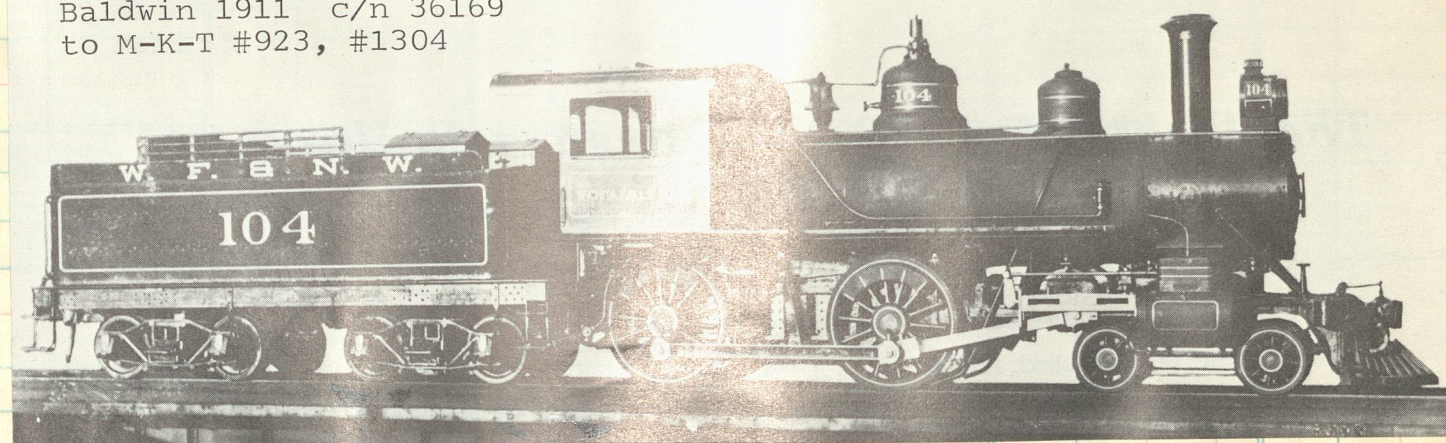
The Moguls were
the backbone of
the Northwestern
Dst roster



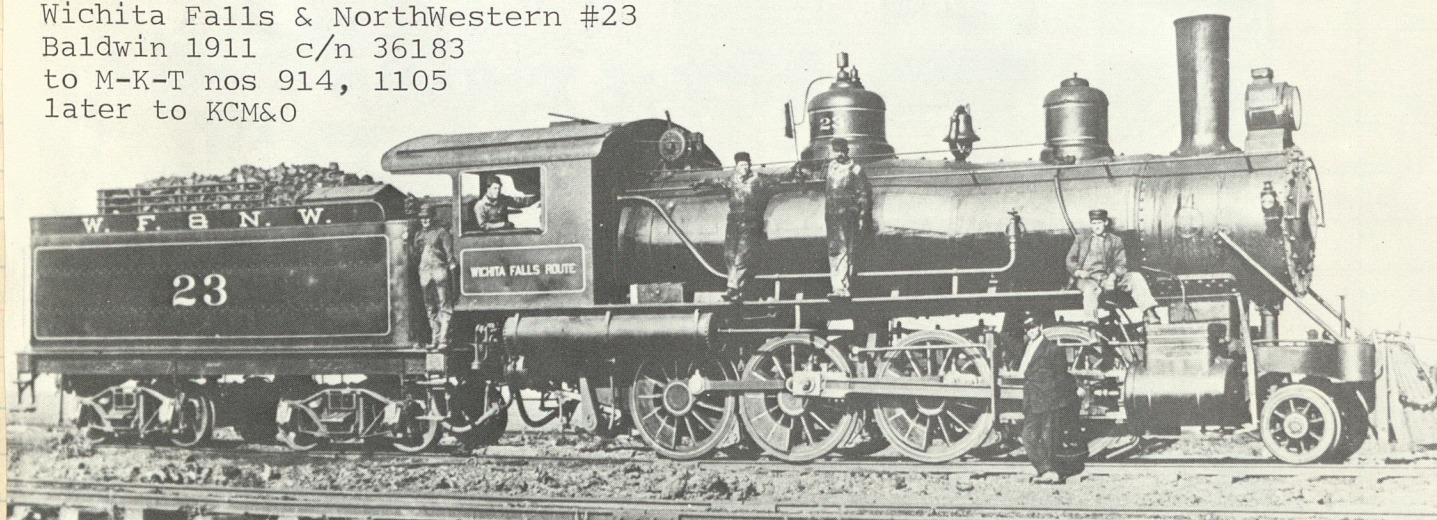
Schenectady 1904
c/n 29770

Locomotive #555 was well manicured on April 27, 1946 when photographer Preston George found her in Welon Yard at Altus.

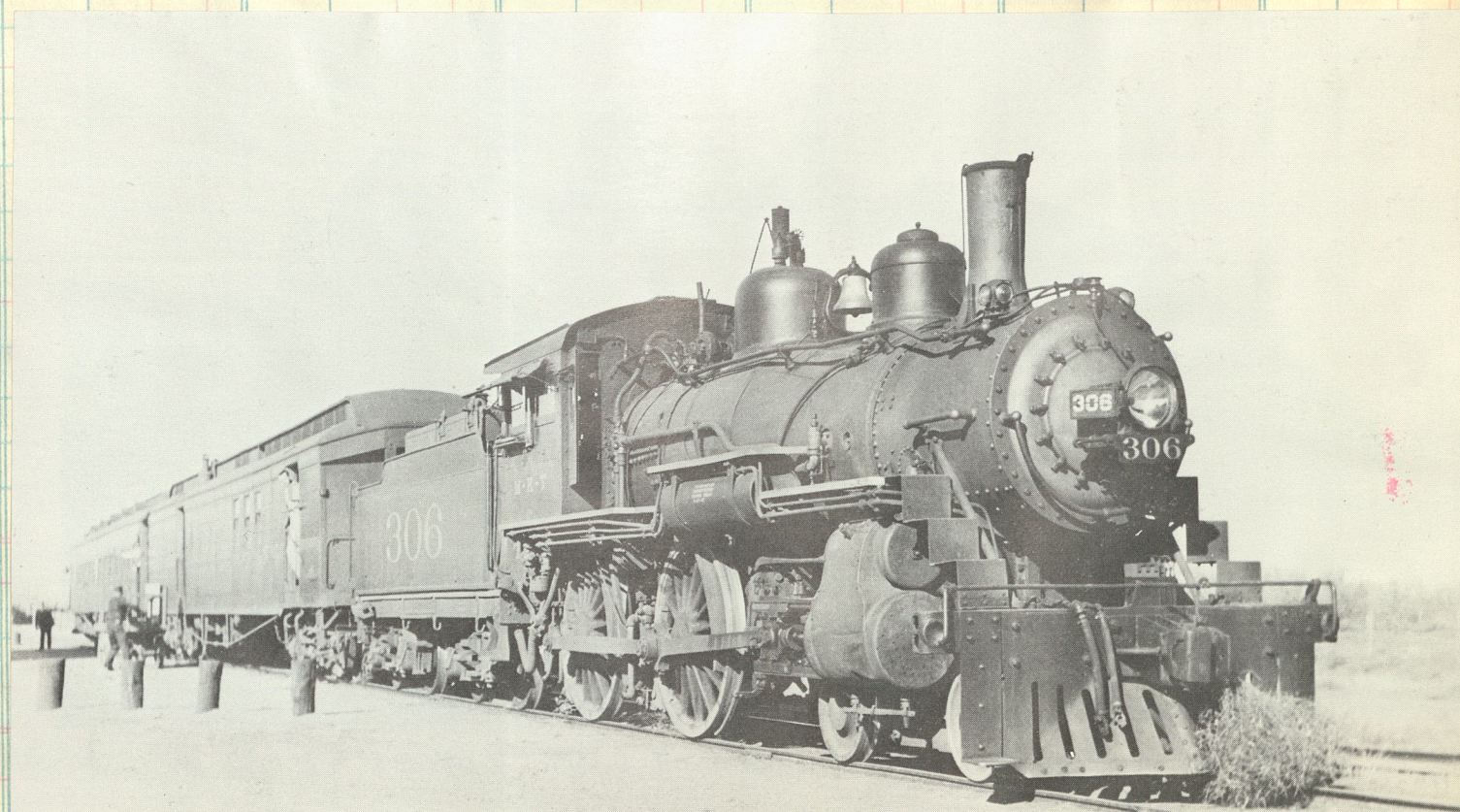
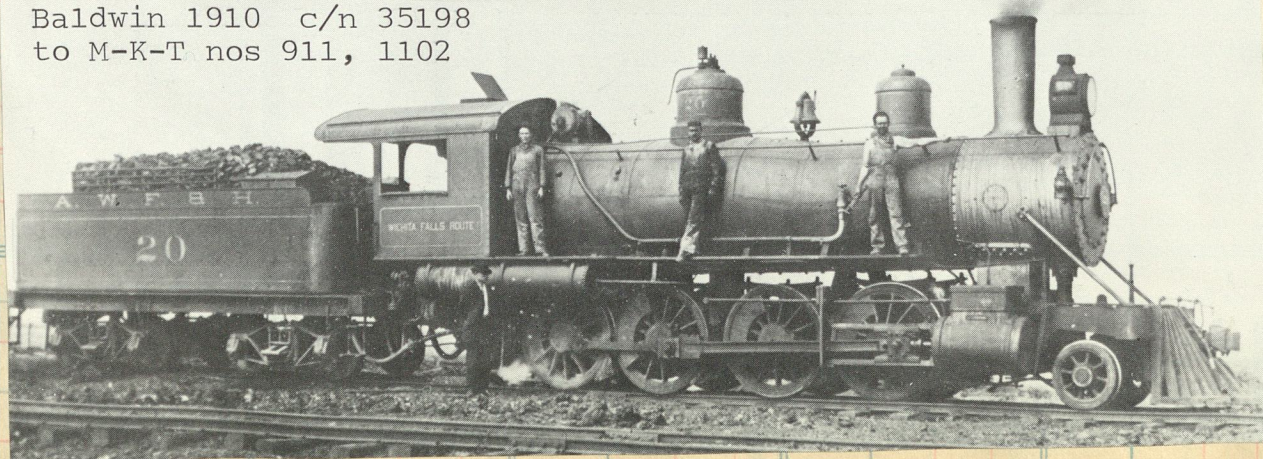
Baldwin 1911 c/n 36169
to M-K-T #923, #1304



Wichita Falls & NorthWestern #23
Baldwin 1911 c/n 36183
to M-K-T nos 914, 1105
later to KCM&O



Altus, Wichita Falls & Hollis #20
Baldwin 1910 c/n 35198
to M-K-T nos 911, 1102



Little #306 was delivered by Baldwin in 1890 [c/n 10630]
as #195, later 275. Rec'd new boiler, fm Richmond, and rebldt in 1924

Locomotive #306 with southbound train #53 at May, Oklahoma in December, 1937. This view characterizes the small town/small train syndrome, typical of branch line operations everywhere in the country. Note the tumble weed temporarily captured on the locomotive's pilot. Frank O. Kelley collection

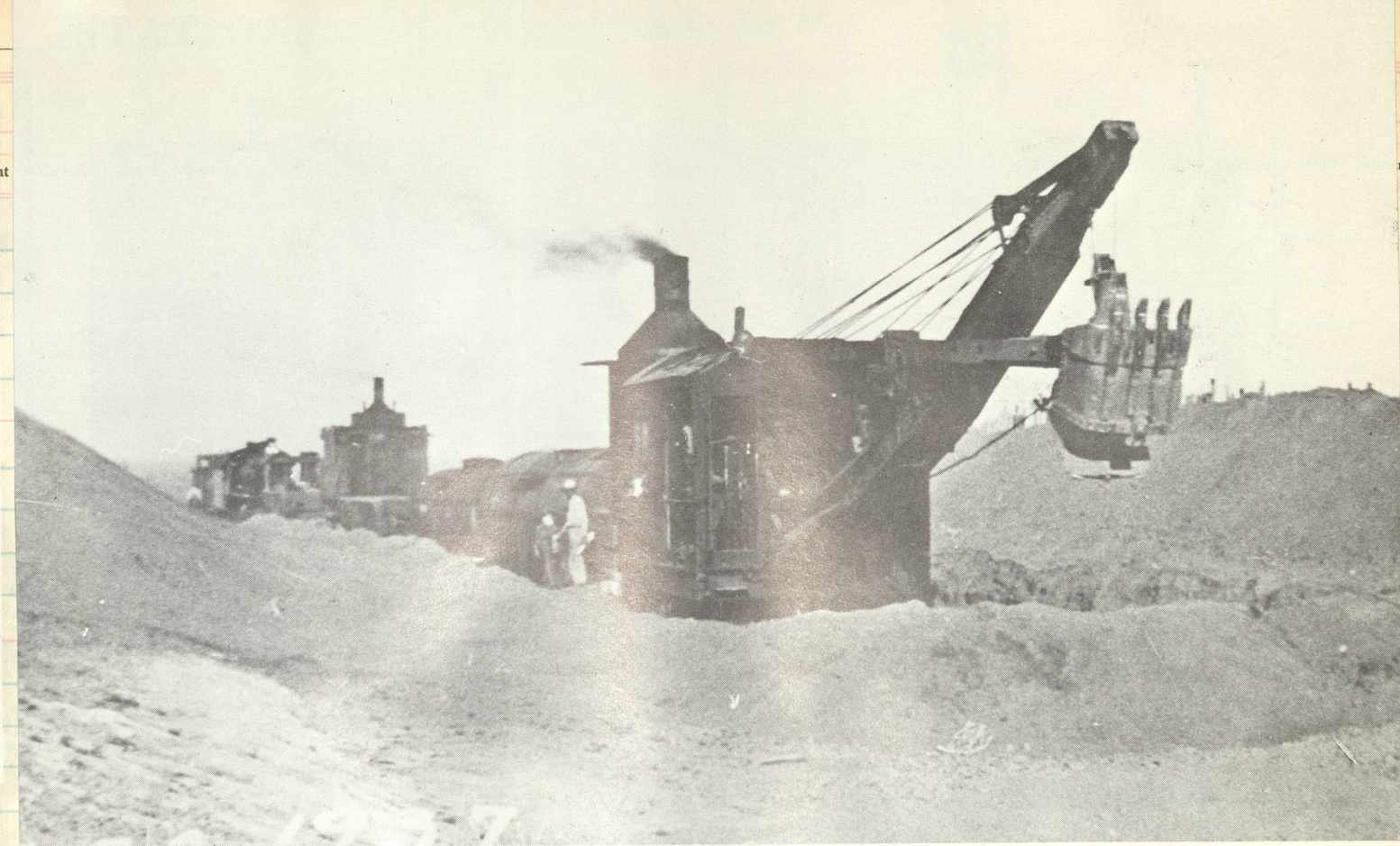
Clos. No. Sold Amount



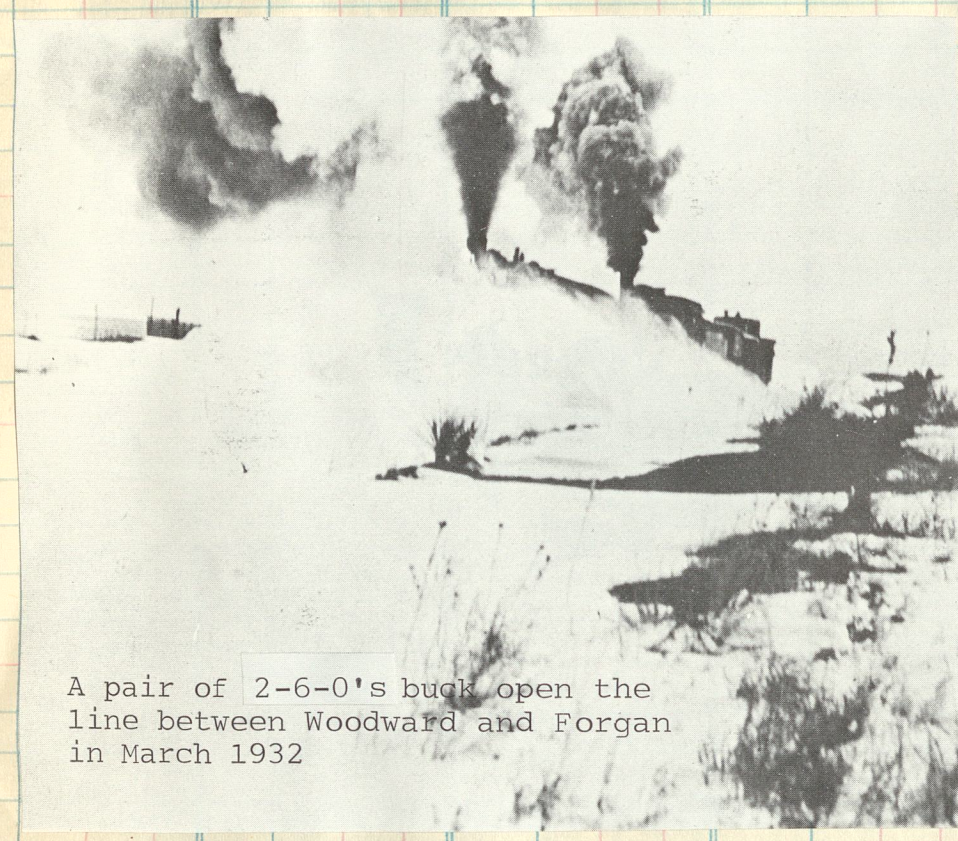
Keyes, Oklahoma at 7:00 p.m., May 21, 1937. *Author's collection*
The disastrous dust storms of the "Dirty Thirties"

109

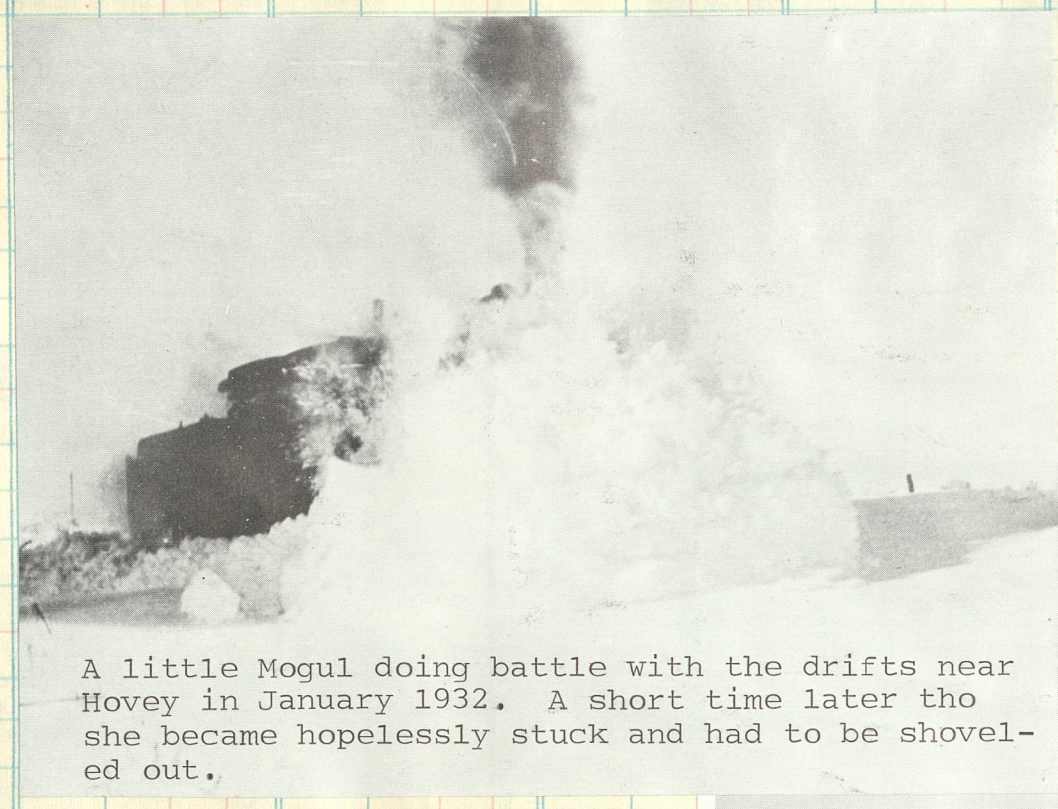
It took exceptional fortitude to live with the extremes of savage weather along the NorthWestern District. Floods, hail, tornadoes, blizzards, drought, dust storms were common to the area.



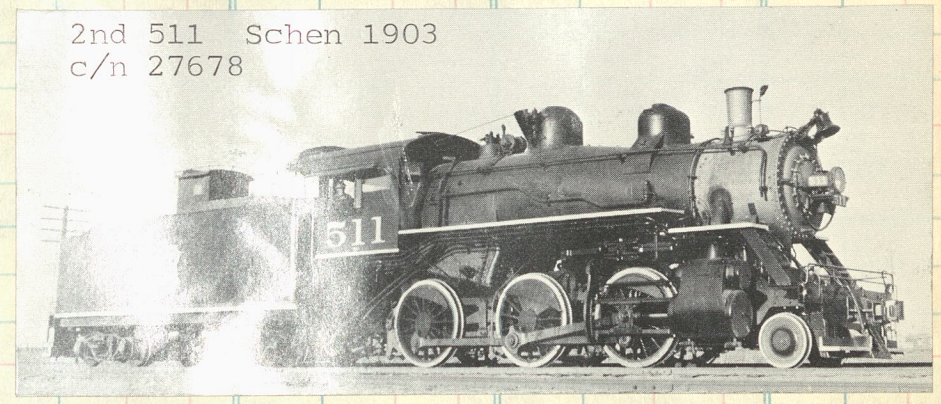
At milepost 103, the cuts became so thoroughly filled with dirt in 1937 that two steam shovels were dispatched to clear them. *Byron Bates collection*



A pair of 2-6-0's buck open the line between Woodward and Forgan in March 1932



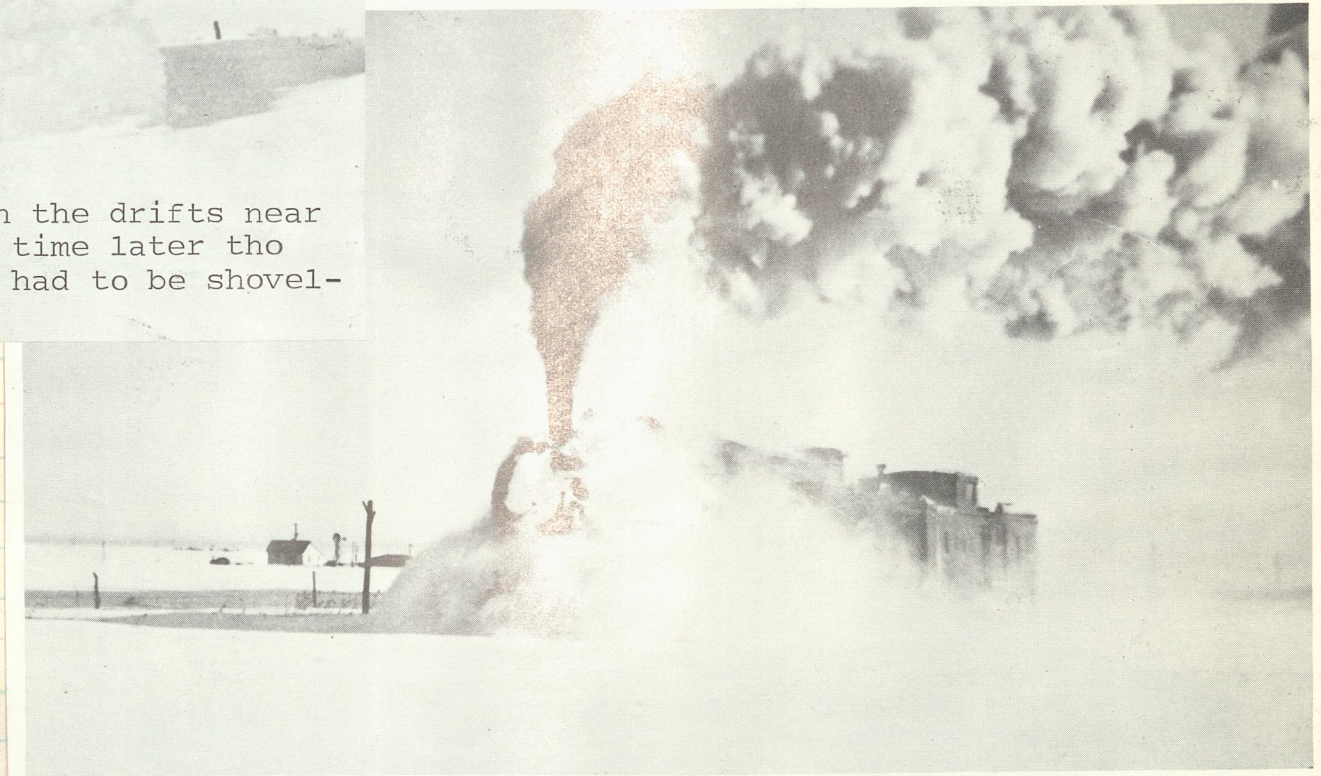
A little Mogul doing battle with the drifts near Hovey in January 1932. A short time later tho she became hopelessly stuck and had to be shoveled out.



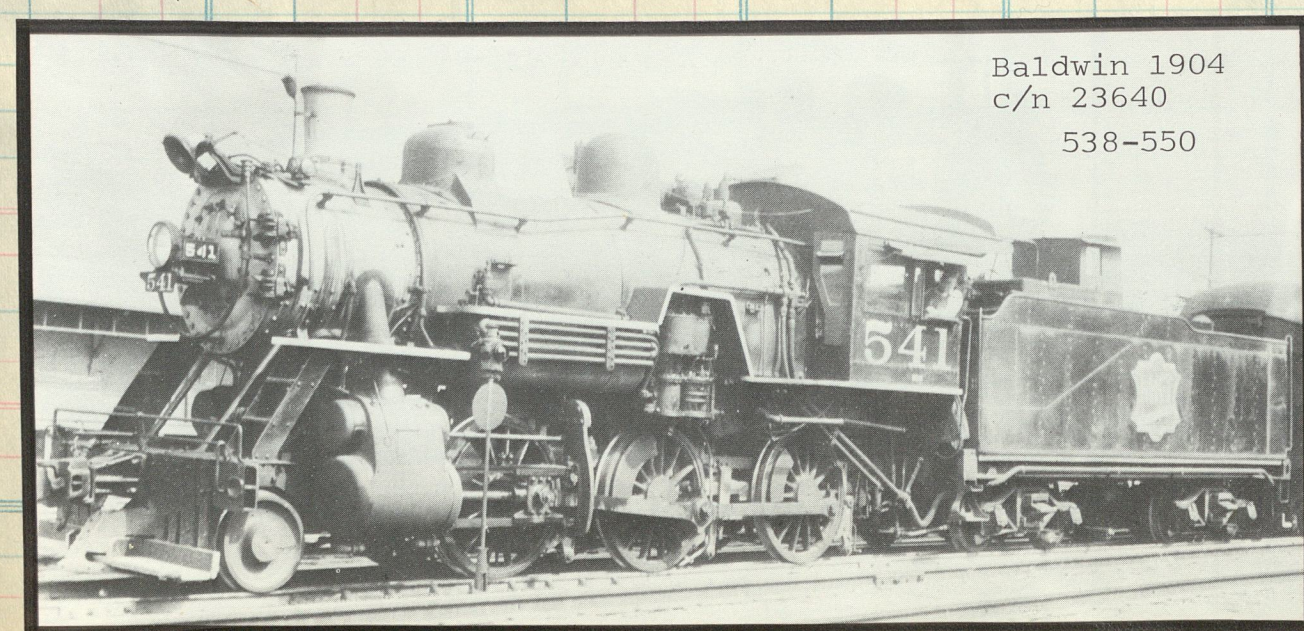
2nd 511 Schen 1903
c/n 27678



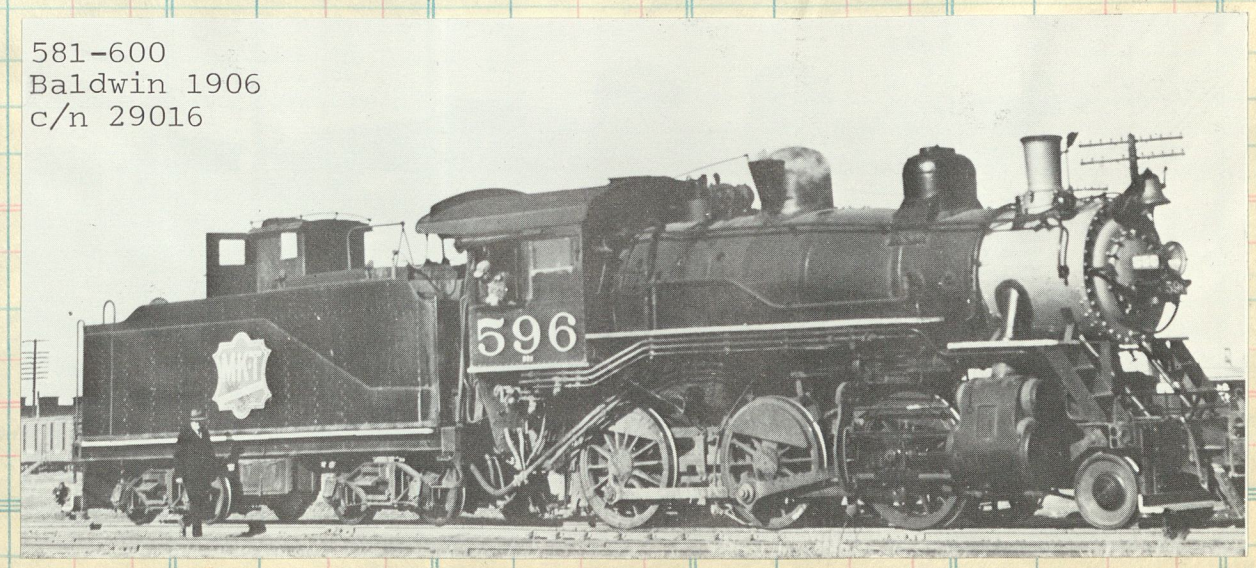
A typical sight on the Northwestern District during the wheat season was doubleheaded freight trains. Here is one, with locomotives 596 and 530, near Altus, Oklahoma on June 15, 1946. *Preston George photograph*



Plowing the line. Turpin; January 21, 1944. *Charles E. Gardiner collection*

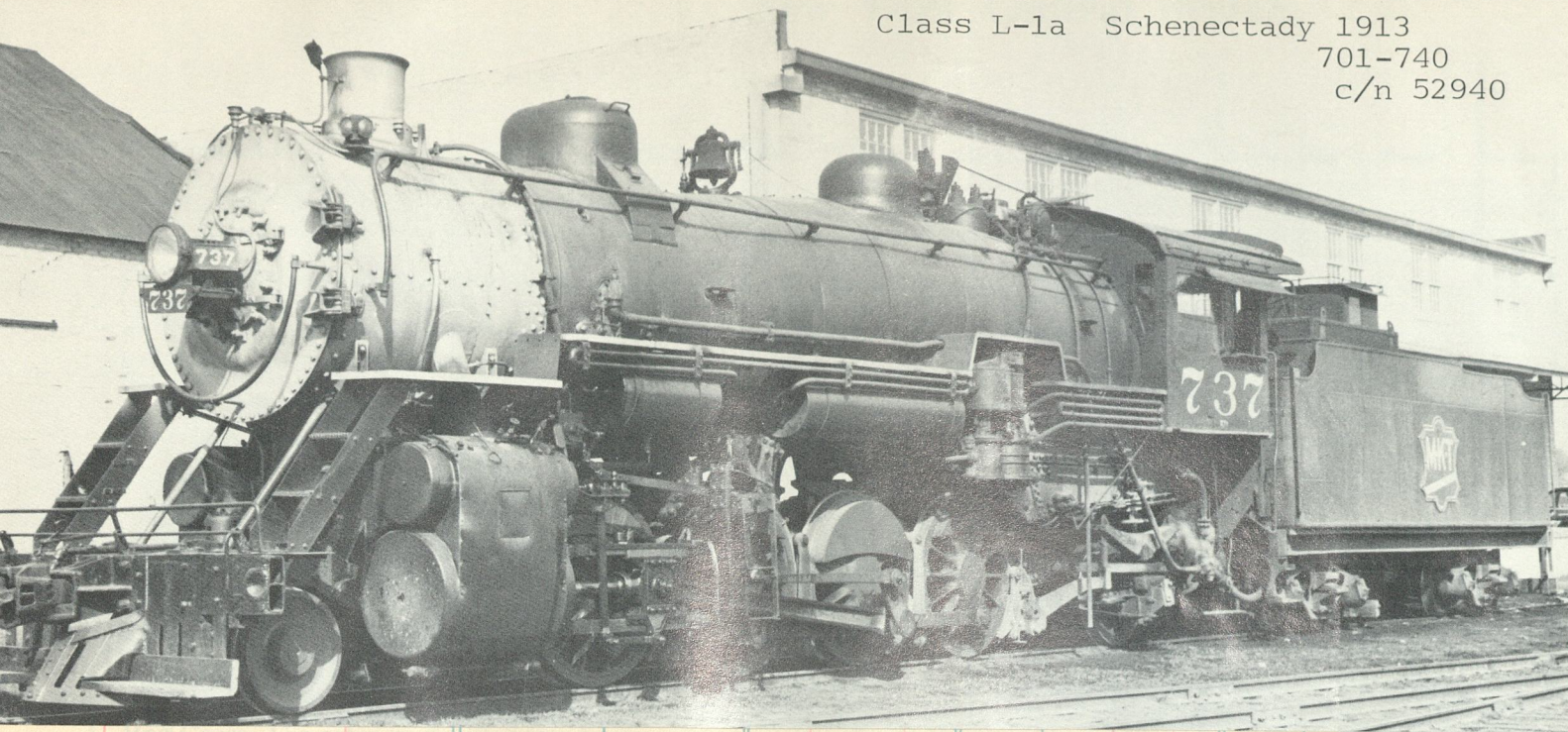


Baldwin 1904
c/n 23640
538-550

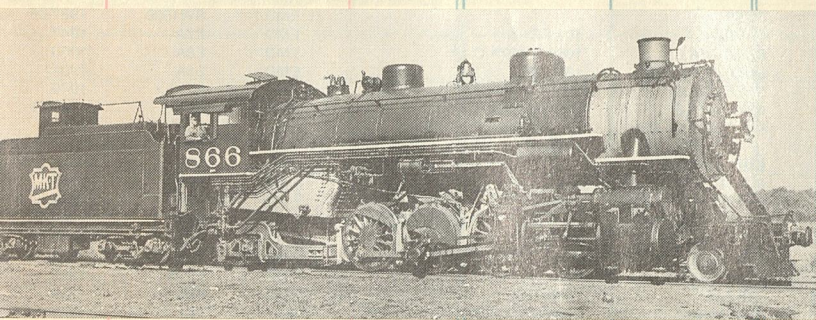


581-600
Baldwin 1906
c/n 29016

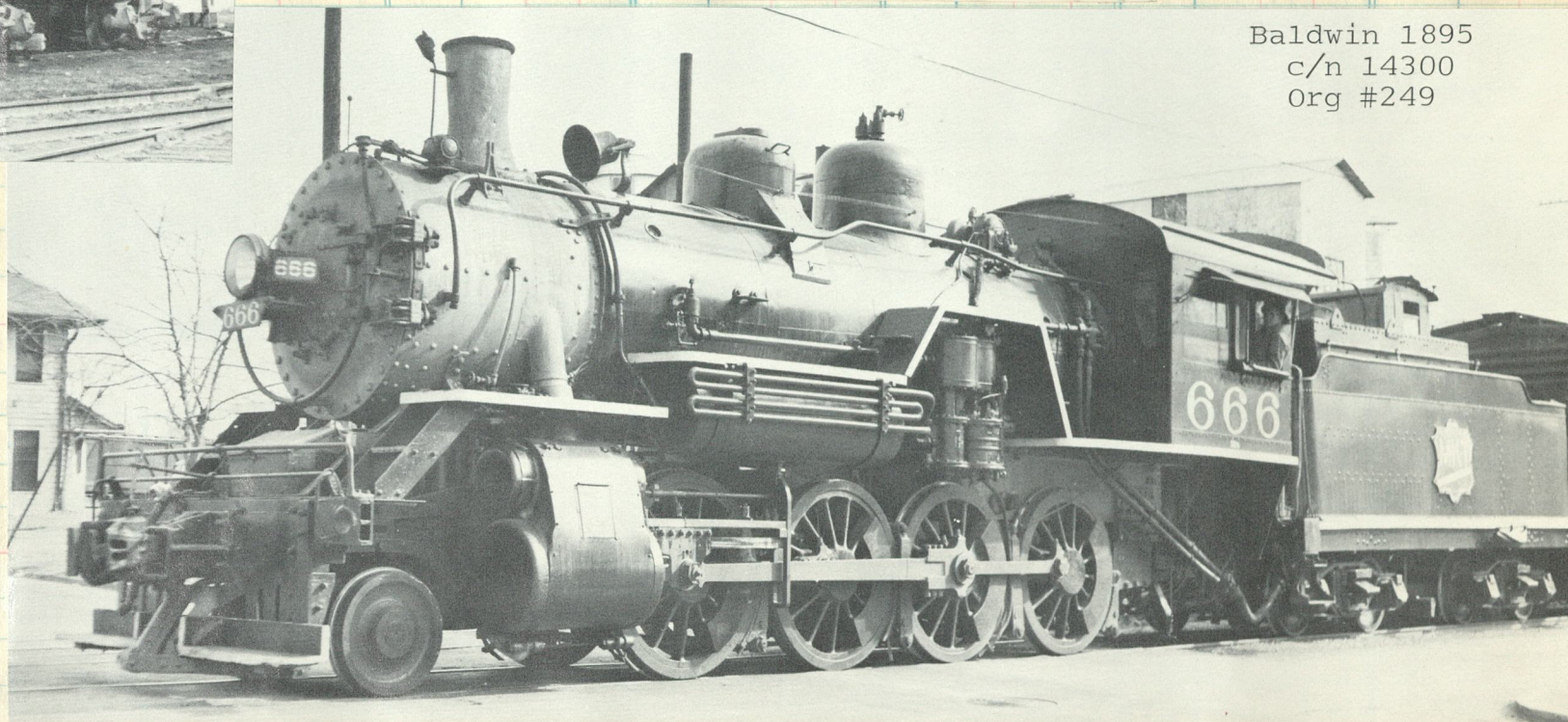
Class L-1a Schenectady 1913
701-740
c/n 52940



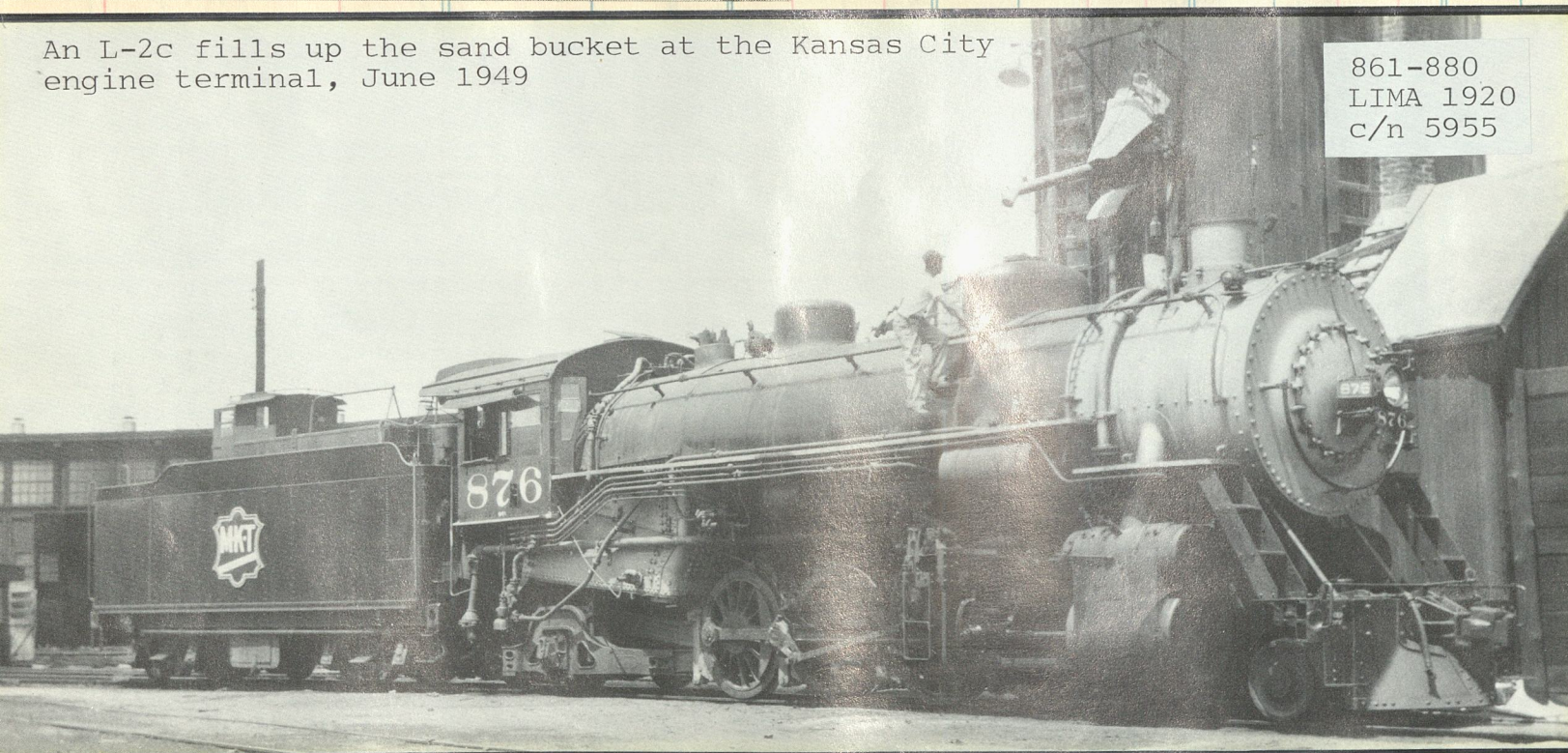
Mission-Type Passenger Station on the Missouri-Kansas-Texas at San Antonio, Texas



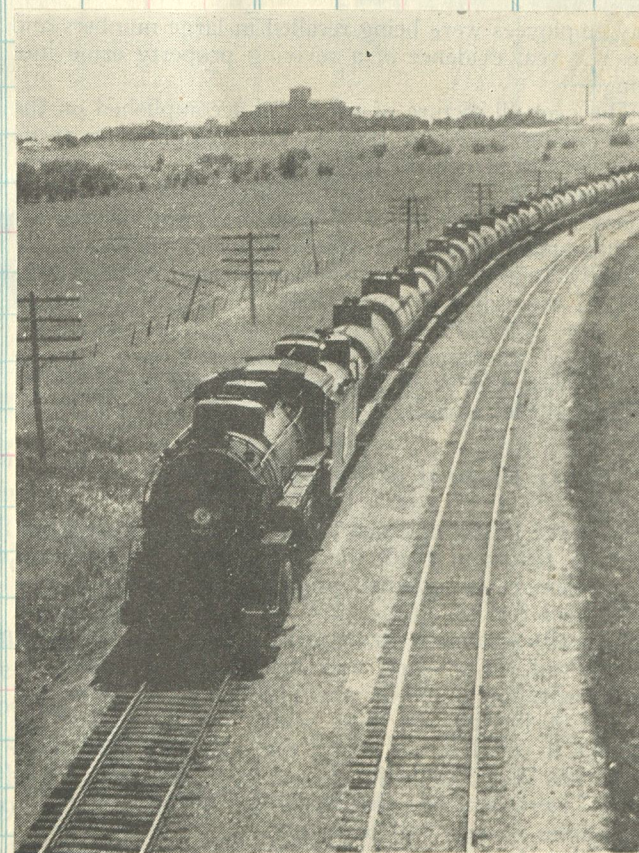
Baldwin 1895
c/n 14300
Org #249



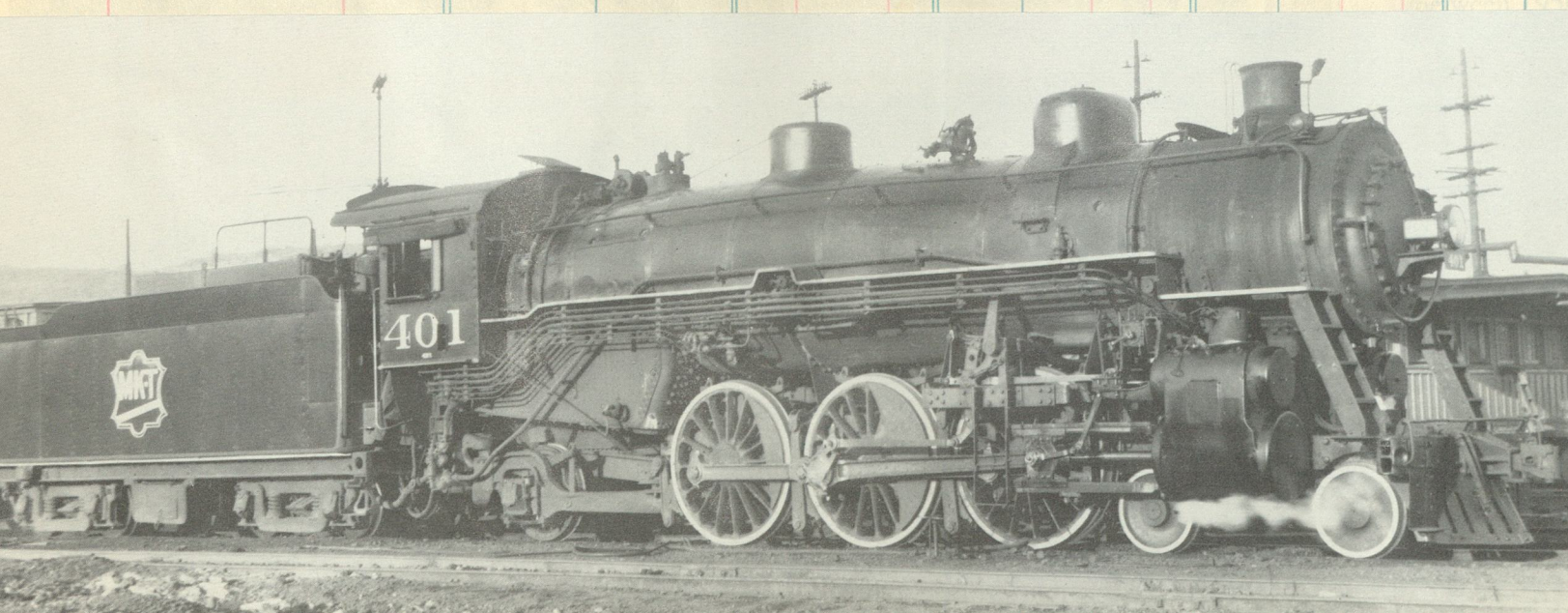
An L-2c fills up the sand bucket at the Kansas City engine terminal, June 1949



861-880
LIMA 1920
c/n 5955



Traffic on the Katy Has Nearly Trebled Since 1941



The "Bluebonnet" near Dallas

Push to Agent

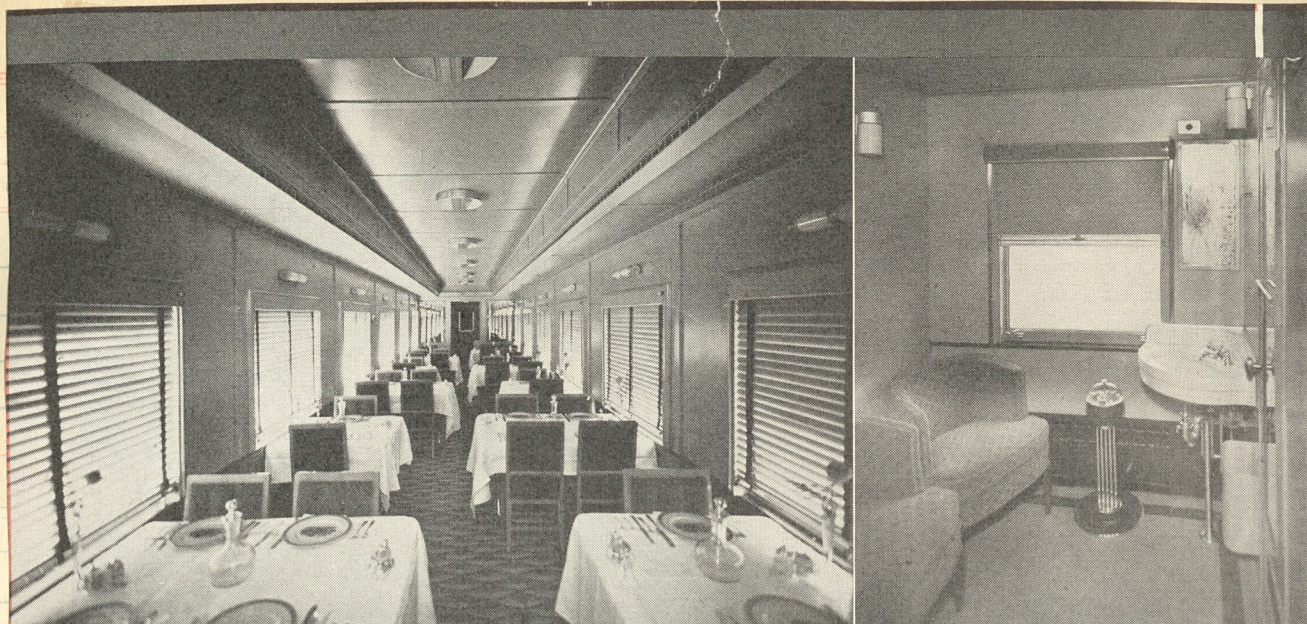
gent's Signature

ash to next Seller

Next Seller's Signature

Total Accounted for

Amount No. Sold

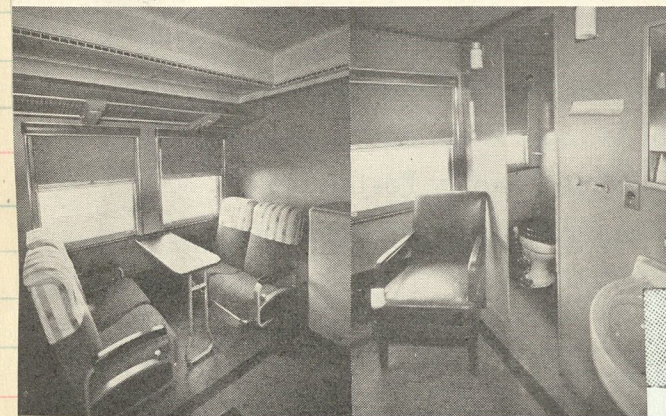


The dining cars are finished in harmonizing tones of rose and gray.

The ladies' room.

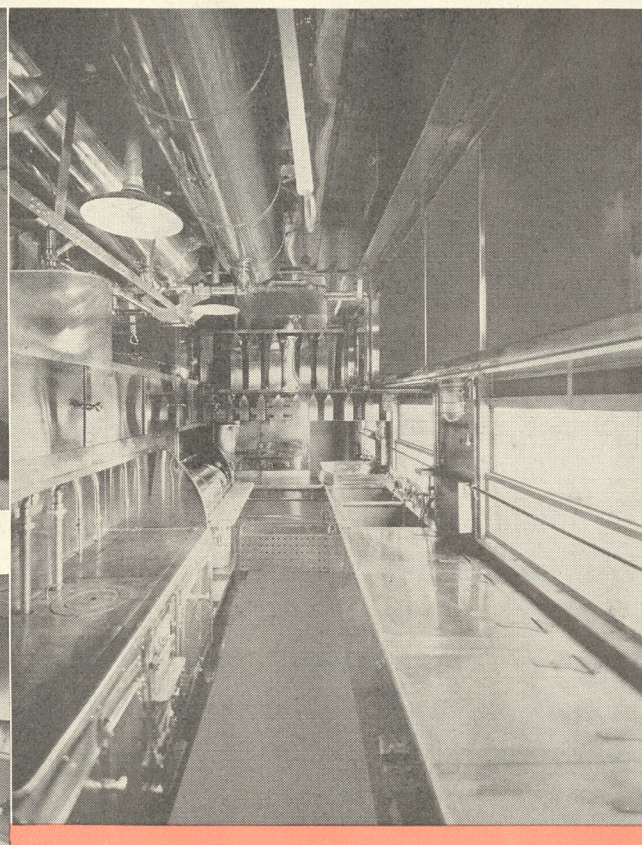


Every travel comfort is found in this chair car.



A table in the chair car.

A corner of the men's room.



AMERICA'S FINEST RAILROAD
DE LUXE AIR-CONDITIONED LOCOMOTIVE
UNEXCELLED TABLE D'HOTEL



The Lounge Car — One of the 29 Units, Including Diners and Chair Cars, Built by A. C. F. 1938



Another Remarkable Performance
[1923] by M-K-T Locomotive No. 411

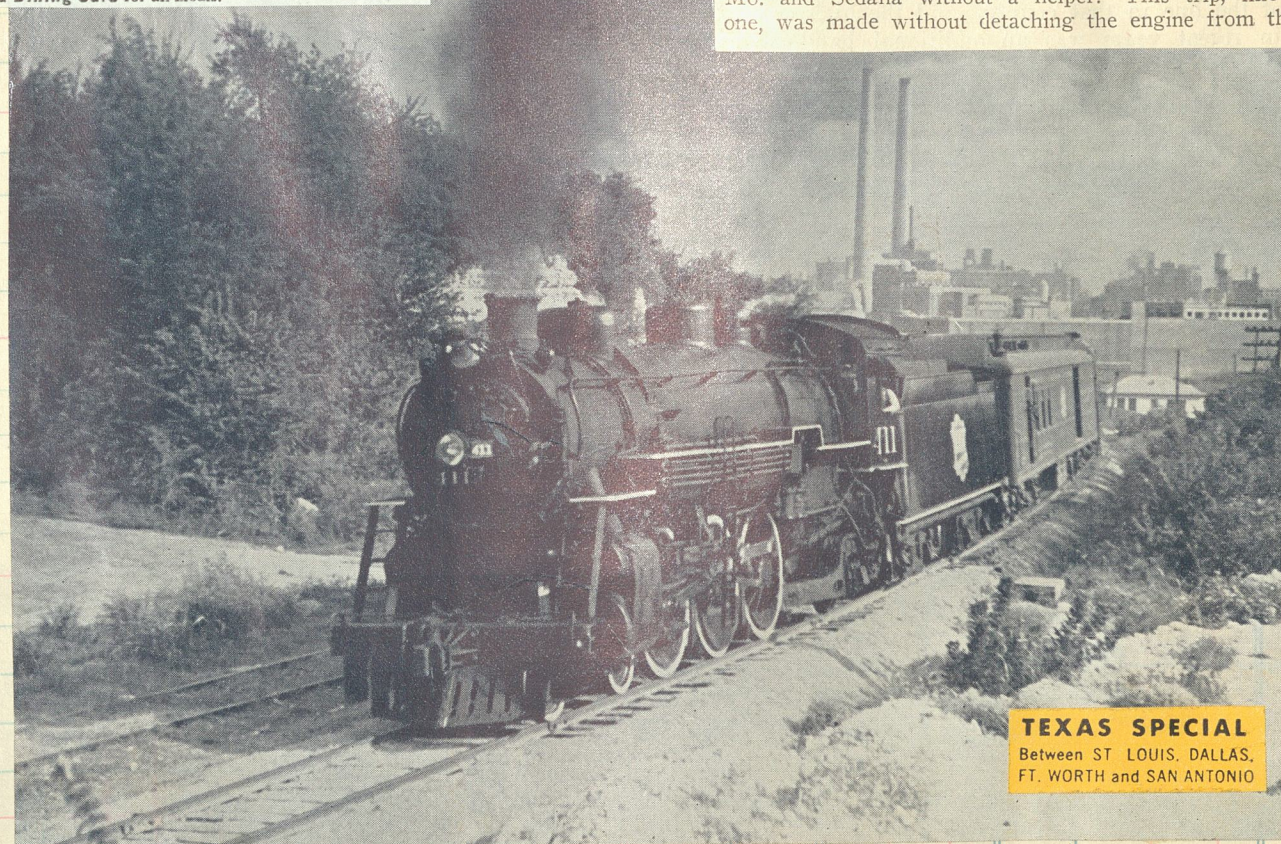
Locomotive No. 411 of the Missouri-Kansas-Texas, noticed in the *Railway Age* of June 23, page 1661, as running from St. Louis, Mo. to Austin, Tex., 975 miles, without being detached from its train, made another run somewhat similar four days later, June 15, when it took a train of 14 passenger cars from St. Louis to Oklahoma City, 549 miles, on 5,420 gallons of oil. Part of the way there were 15 cars and the total number of car miles was 8,523, making the fuel consumption per car mile 0.63 gallons.

The train was taken over the ascending grades between Franklin, Mo. and Sedalia without a helper. This trip, like the former one, was made without detaching the engine from the train.

No. 1—*Texas Special*
De Luxe Air-conditioned Lounge Car: Buffet, soda fountain, valet service, library and radio.
(Telephones at St. Louis and San Antonio.)
Observation Car: (10-Section) Kansas City to Fort Worth.
Drawing-room, Compartment and Open-Section Sleeping Cars: St. Louis to Dallas, Fort Worth and San Antonio; St. Louis to Houston and Brownsville via Dallas and S. P. Lines; Denison to Wichita Falls. From Kansas City (on No. 21 to Muskogee) to Fort Worth, Dallas and San Antonio.
Chair Car-Couch: St. Louis to San Antonio.
Air-conditioned Dining Cars for all meals.

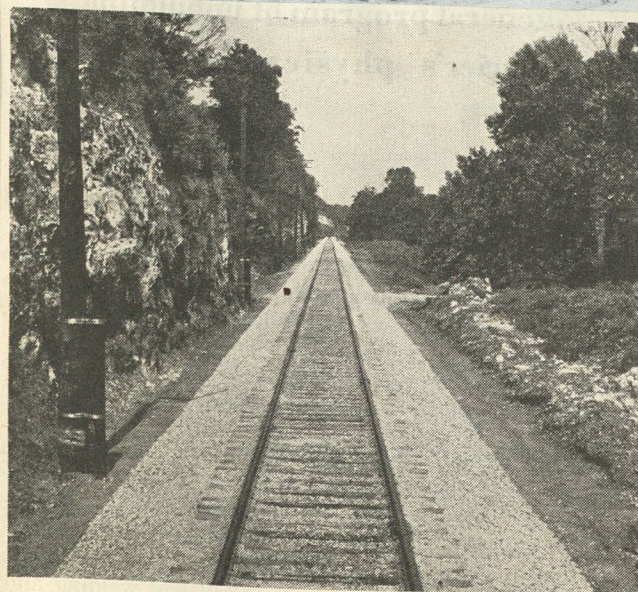


Columbia, Mo.

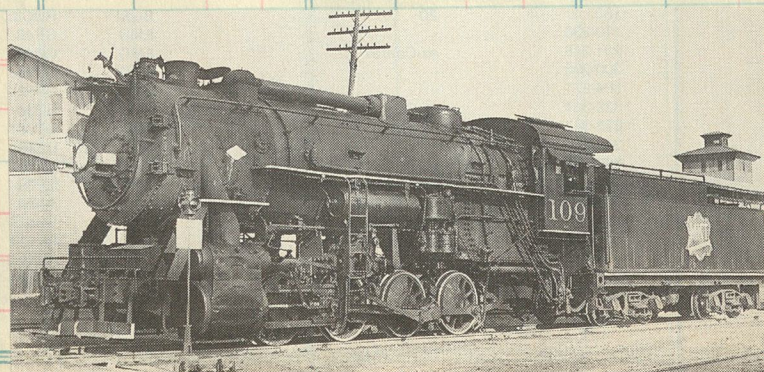


TEXAS SPECIAL
Between ST. LOUIS, DALLAS,
FT. WORTH and SAN ANTONIO

The 411 leads Trn #1 out of Dallas on the 290 mile run to San Antonio



A Section of Track on the Katy That Is Typical of the Many Miles Brought Up to High Standards in the Road's Rehabilitation Program



Missouri-Kansas-Texas Engine Terminal at Fort Worth, Tex.

6

SELLER
DATE
FORM
DESTINATION
Amt.
Com. No.
Clos. No.

SALES AT

Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount



Running on T. & P. trackage the "Bluebonnet" hurries through the Texas twilight north of Ft. Worth.

A Passenger's Thought
By QUARRIER BICKERS

I NEVER climb aboard a train
And sink into the cushioned plush
But that I think of all the men,
Back there before this time of rush,
Who dreamed with thoughtful, furrowed brow,
That I might ride in comfort now.

The work of hands, the work of brains,
The dreams of men re-cast in steel,
These are the things that made the trains—
Each cozy car, each driving wheel . . .
And I am grateful to those men
Each time I ride upon the train.

Total
Add—Error
Deduct " DATE
DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

SOUTHERN HOSPITALITY

ON COTTON BELT TRAINS



ST. LOUIS SOUTHWESTERN RY.

Lucius Beebe

THE COTTON BELT'S LONE STAR

Train No. 1 of the St. Louis Southwestern, the Lone Star, on the overnight run between Memphis and Dallas with a Pullman, diner and coaches, makes up time on the southbound haul at Addison, a few miles north of Dallas. The motive power is one of the Cotton Belt's good-looking Mountain engines, No. 675, and the background is a field of the cotton from which the railroad takes its name.

Here is the 675 again,
this time on No. 5, the
"Morning Star" at
Pine Bluff, Ark.

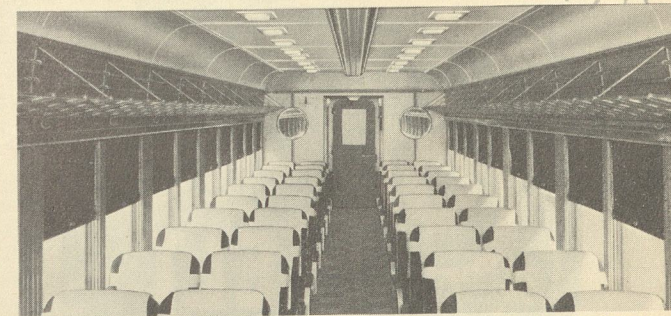


S

Clos. No. Sold Amount

Tommy Fee
Hoi

The Cotton Belt operated
1,747.78 miles in 1927
with 289 engines, 10,751
freight and 187 passenger
cars



ADJUSTABLE RECLINING CHAIRS OF CUSHIONED RUBBER

PASSENGER TRAIN EQUIPMENT

Lone Star — Trains 1 and 2

AIR-CONDITIONED 12-Section Drawing-room-Pullmans between Memphis and Dallas.
AIR-CONDITIONED Observation-Pullmans between Memphis and Shreveport.
De Luxe AIR-CONDITIONED Chair Cars between Memphis and Dallas.
Chair Cars between Lewisville and Shreveport.
AIR-CONDITIONED Dining-Lounge Cars between Texarkana and Dallas.

Morning Star — Trains 5 and 6

AIR-CONDITIONED Combination Pullman-Diner-Chair Cars between St. Louis and Pine Bluff.
De Luxe AIR-CONDITIONED Chair Cars between St. Louis and Dallas.
De Luxe AIR-CONDITIONED Chair Cars between Memphis and Dallas.
AIR-CONDITIONED Dining-Lounge Cars between Memphis and Dallas.

Trains 101 and 102

DeLux AIR-CONDITIONED Chair Cars between Mt. Pleasant and Waco.

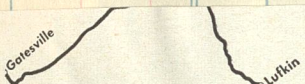
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d Amount



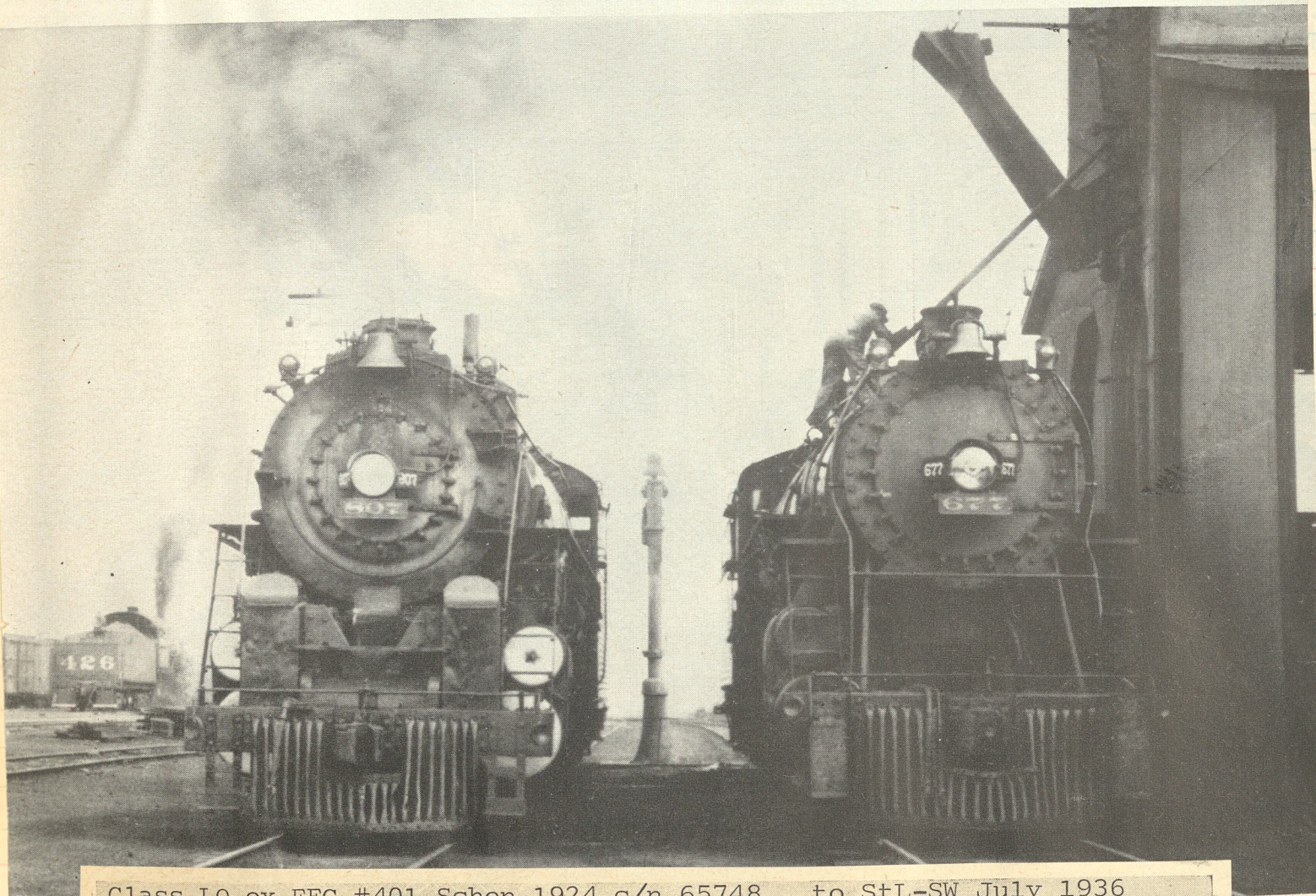
R. S. Plummer

The Cotton Belt, famous for car-miles-per-day statistics that show how it moves tonnage, starts another freight train out of its yard at Texarkana

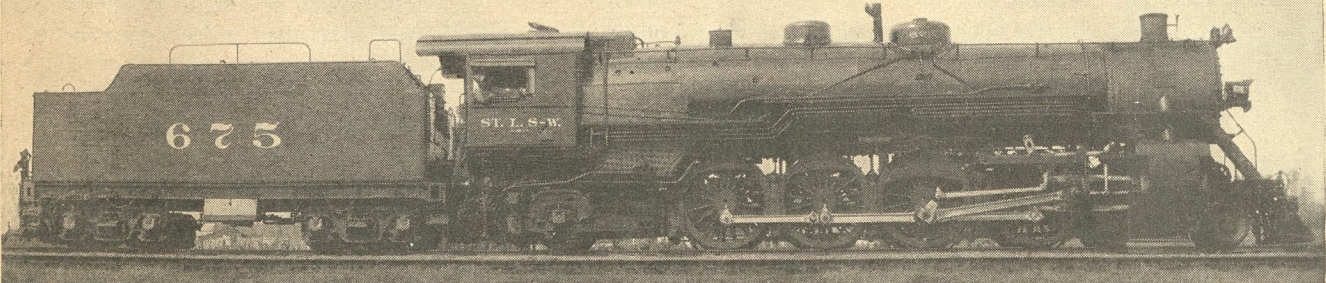


GROOMING the big ones: Northern 807 (left) and ex-Florida East Coast 4-8-2 No. 677 are serviced prior to departure from East St. Louis, Ill., on fast freight. Before 1930 Cotton Belt's biggest power was a 2-8-0.

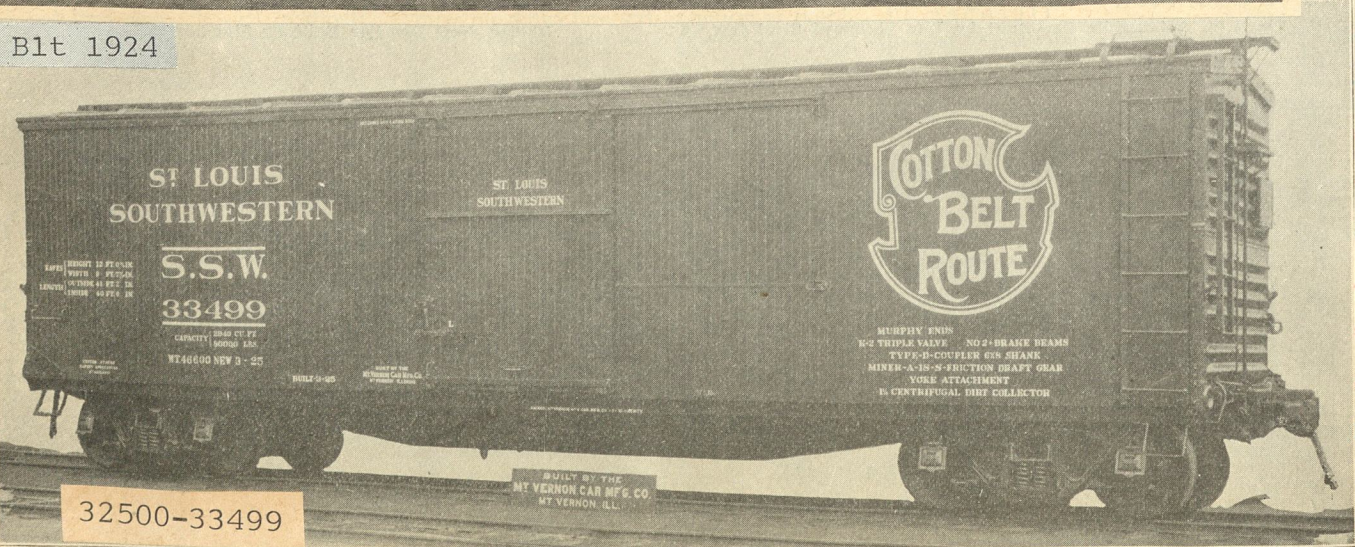
R. J. Foster.



Class L0 ex FEC #401 Schen 1924 c/n 65748 to StL-SW July 1936



Blt 1924

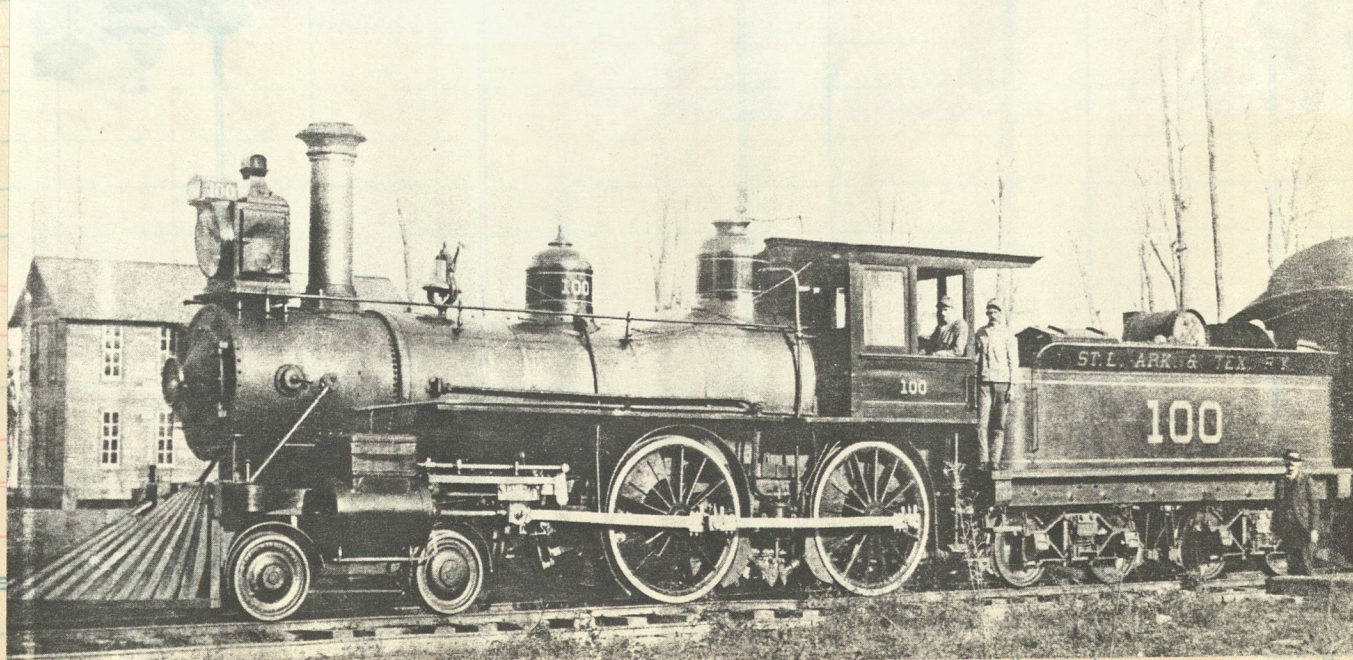


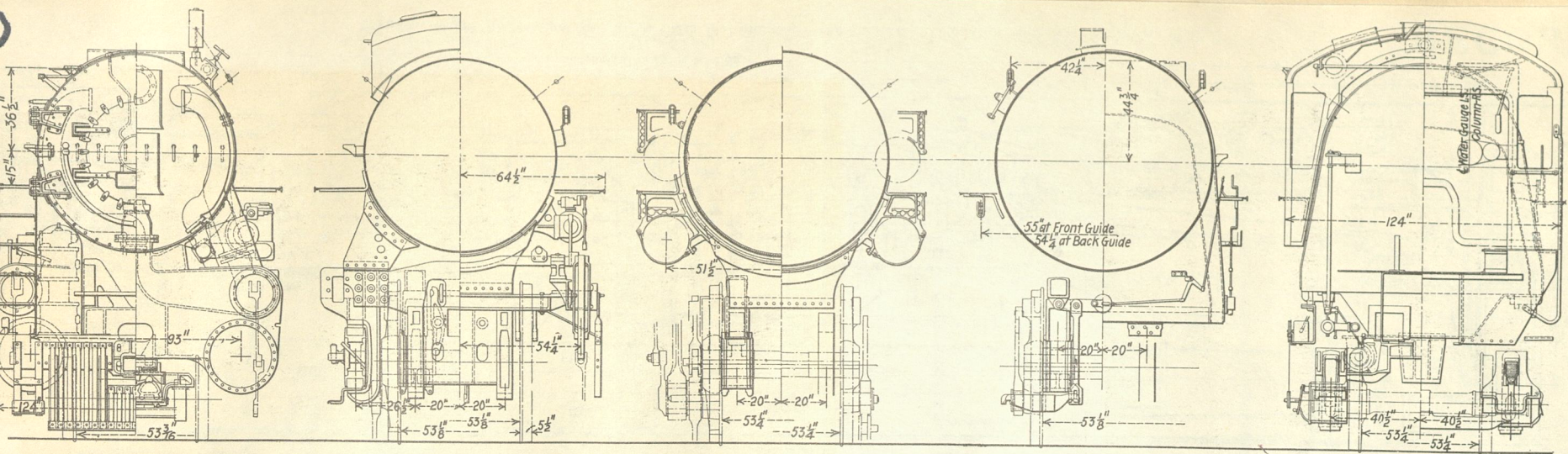
40-Ton D. S. Steel Underframe Box Car Built by Mt. Vernon Car & Mfg. Co.



Trn #1, the "LONE STAR", makes a triumphal entry to her Dallas destination.

As the St Louis, Arkansas & Texas 1886-1891. Among the first orders for standard gauge engines was ten 4-4-0's need 100-109 delivered by Dickson in 1886. c/n 551.





'New Cotton Belt 4-8-4's

Roster of the class.

Engine Nos.	Built	At	Important differences	Amount	Clos. No.	Sold	Amount
810-814	1937	Pine Bluff	None.				
815	1942	Pine Bluff					
816-819	1943	Pine Bluff					

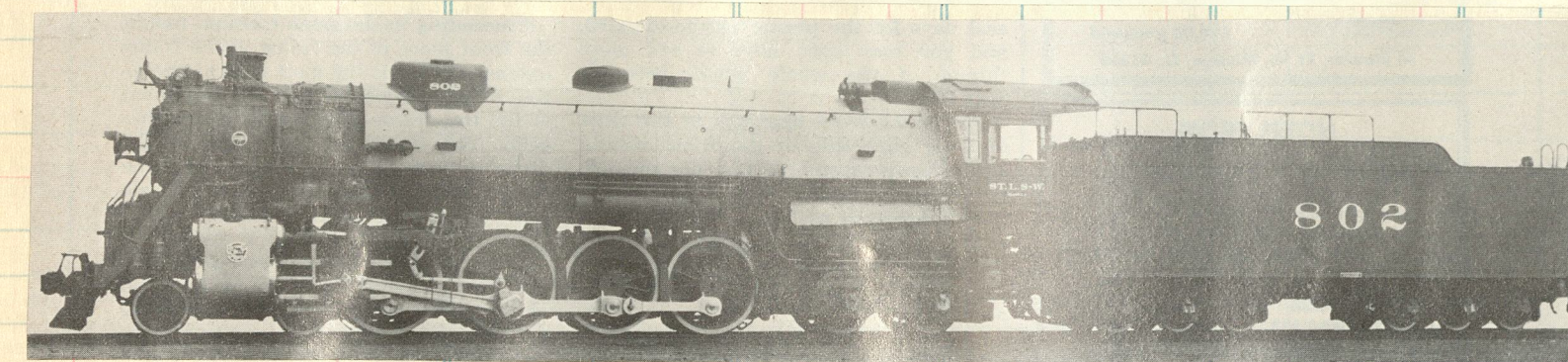
Specifications.

Tractive force	61,500 lbs.
Cylinders, diameter and stroke	26 x 30 in.
Drivers, diameter	70 in.
Weight on drivers	248,000 lbs.
Weight on front truck	80,200 lbs.
Weight on trailing truck	97,300 lbs.
Total weight of engine	425,500 lbs.
Total weight of engine and tender	737,500 lbs.
Tender capacity	15,000 gals. water; 5,000 gals. oil
Steam pressure	250 lbs.
Grate area	83.3 sq. ft.
Heating surface (evaporative)	4724 sq. ft.

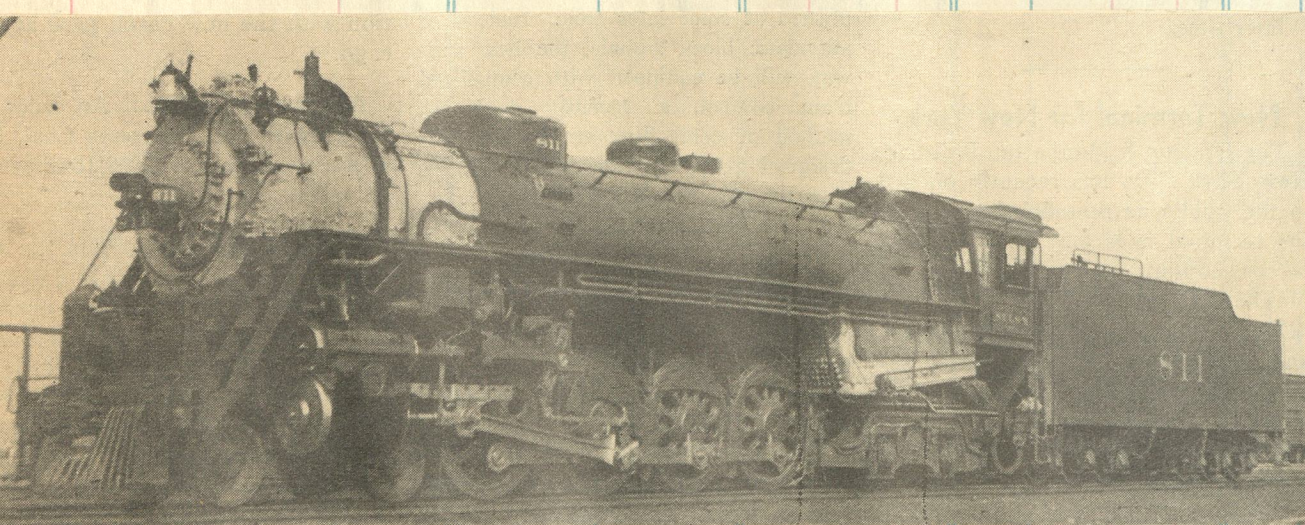
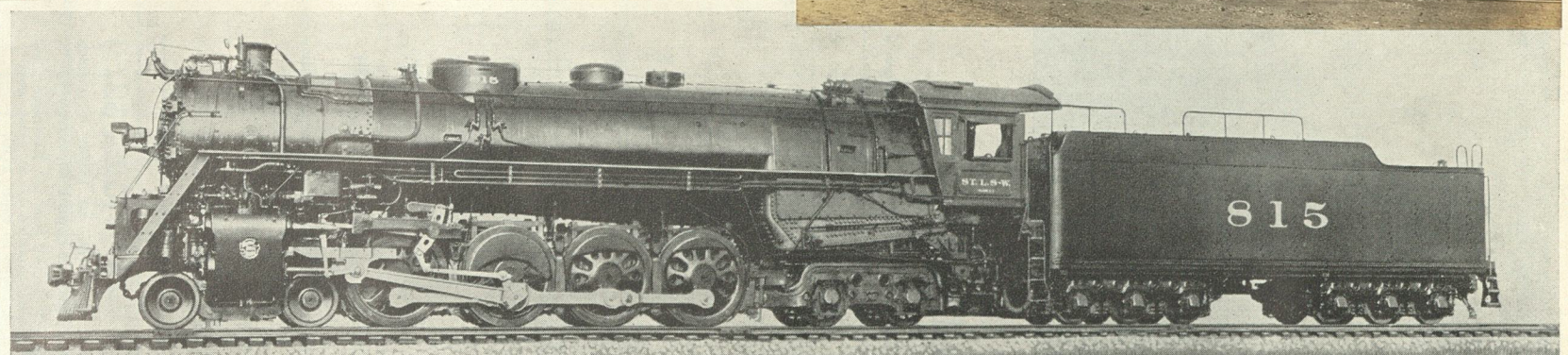
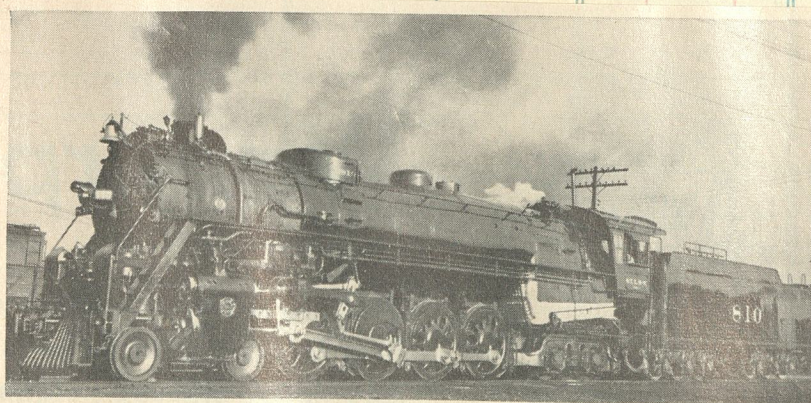
An early successful 4-8-4. Cotton Belt 801 was one of ten built by Baldwin in 1930; in 1937 and 1942 the company shops built ten similar engines. During the fifties, several were leased to the Southern Pacific, and this scene shows an eastbound freight near Lordsburg, New Mexico. Engine had 70-inch drivers and produced a tractive effort of 61,564 pounds.



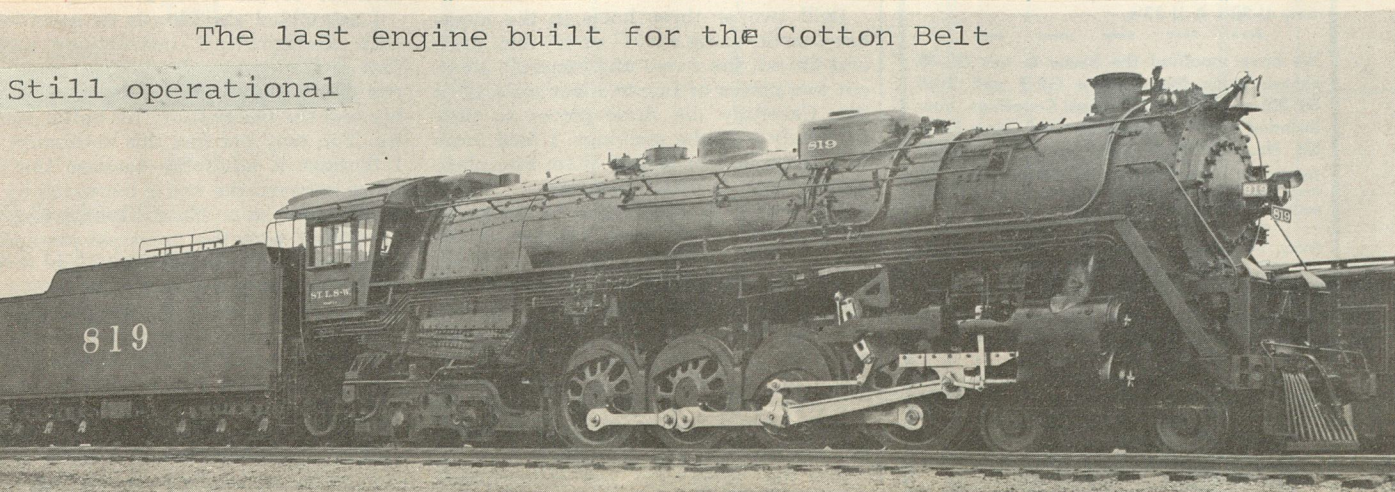
St. Louis Southwestern oil-burning freight locomotive No. 802, Class L-1, built by the Baldwin Locomotive Works in August 1930.



800-809
Baldwin 1930
c/n 61439
to S.P. #4475



The last engine built for the Cotton Belt
Still operational



In trackage rights territory, 4-8-4 815 roars northward over the Missouri Pacific at Bixby, Ill. on February 19, 1950 with 85 cars, mostly reefers from the west.

Clos. No. Sold Amount Clos. No. Sold Amount



Ten wheeler #650
(650-659 Baldwin
1913) c/n 40204
departing Texarkana
with Trn #6

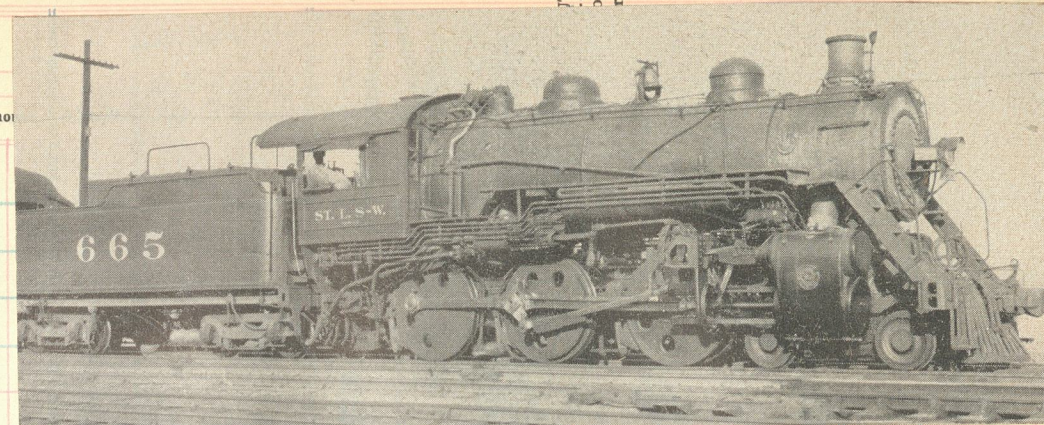
ION.

NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

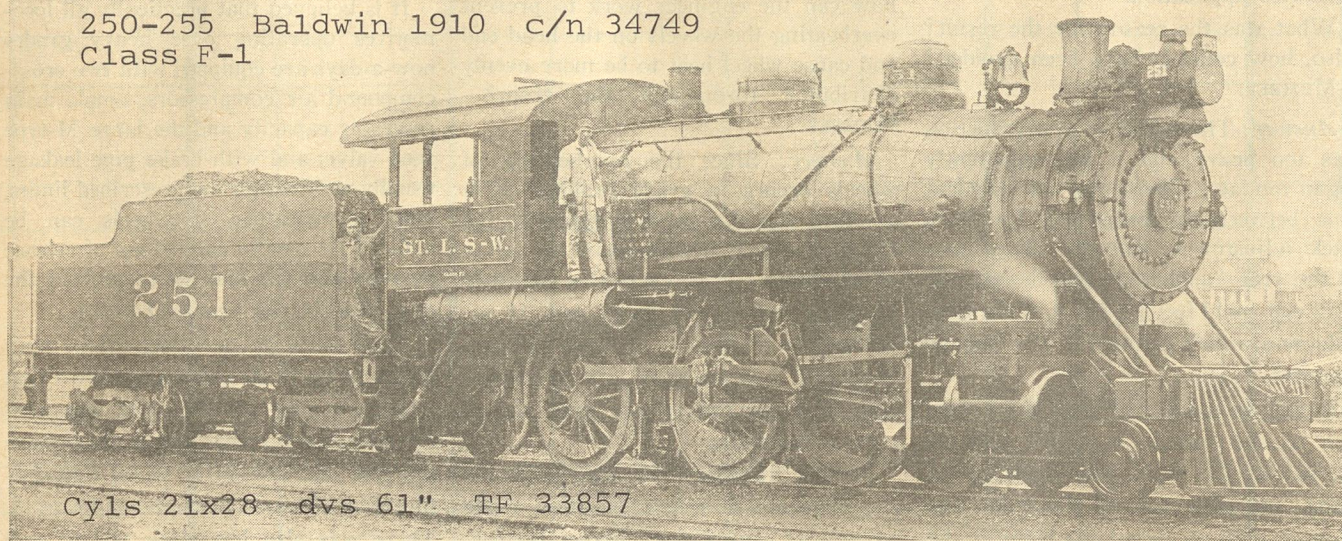
IT HERE
Make
Sheet

21

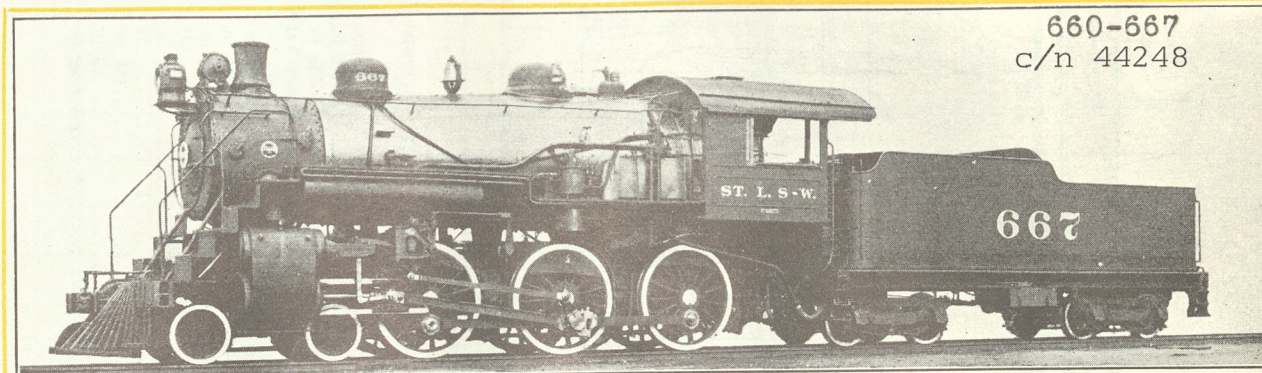


Who says that little engines can't be modern! From her power reverse to her mechanical lubricator to her Scullin disc drivers, Cotton Belt 4-6-0 No. 665 is as modern as they come for her age (48 years). No. 665, a member of class G-0, was built by Baldwin in 1913.

250-255 Baldwin 1910 c/n 34749
Class F-1



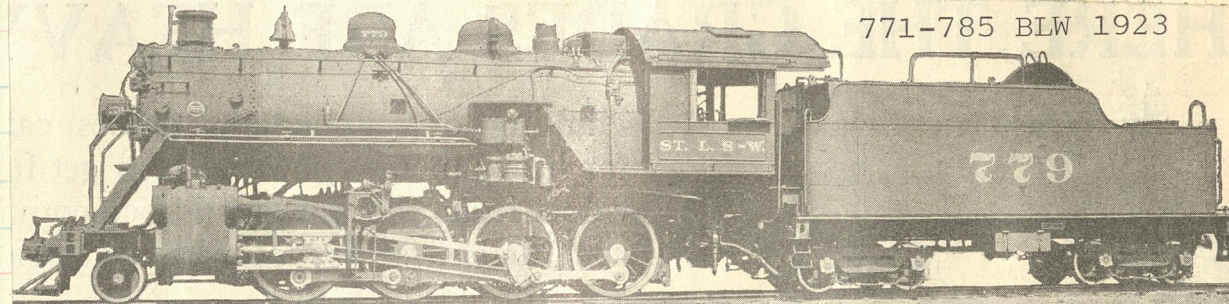
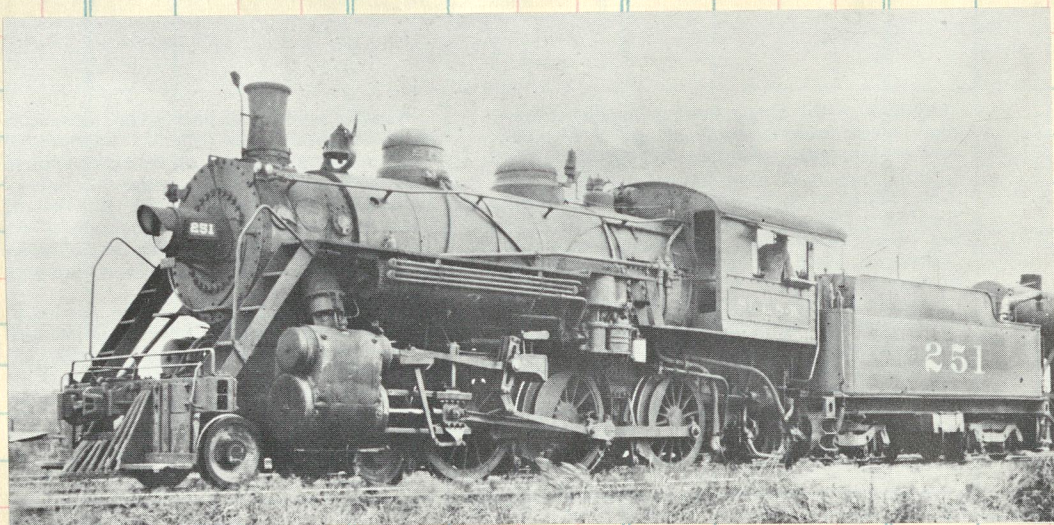
Cyls 21x28 dvs 61" TF 33857



660-667
c/n 44248

Fig. 126—Ten-Wheel (4-6-0) Locomotive for Passenger Service. Built for St. Louis & Southwestern by the Baldwin Locomotive Works. 1916

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	2,285 sq. ft.
Cylinders.....	22 in. x 28 in.	Heating Surface, Firebox.....	189 sq. ft.
Steam Pressure.....	200 lbs.	Heating Surface, Total.....	2,474 sq. ft.
Diam. of Drivers.....	69 in.	Heating Surface, Superheater.....	523 sq. ft.
Tractive Effort.....	33,400 lbs.	Grate Area.....	49.6 sq. ft.
Rigid Wheel Base.....	15 ft.	Weight on Drivers.....	163,200 lbs.
Driving Wheel Base.....	26 ft. 2 in.	Weight, Total.....	209,400 lbs.
Total Wheel Base.....	26 ft. 2 in.	Fuel.....	Soft coal



771-785 BLW 1923

c/n 56591 to Fde1P #692 Feb 1952

CONSOLIDATION TYPE LOCOMOTIVE, CLASS K-1, ST. LOUIS SOUTHWESTERN RAILWAY.

Last group
of 2-8-0's
received

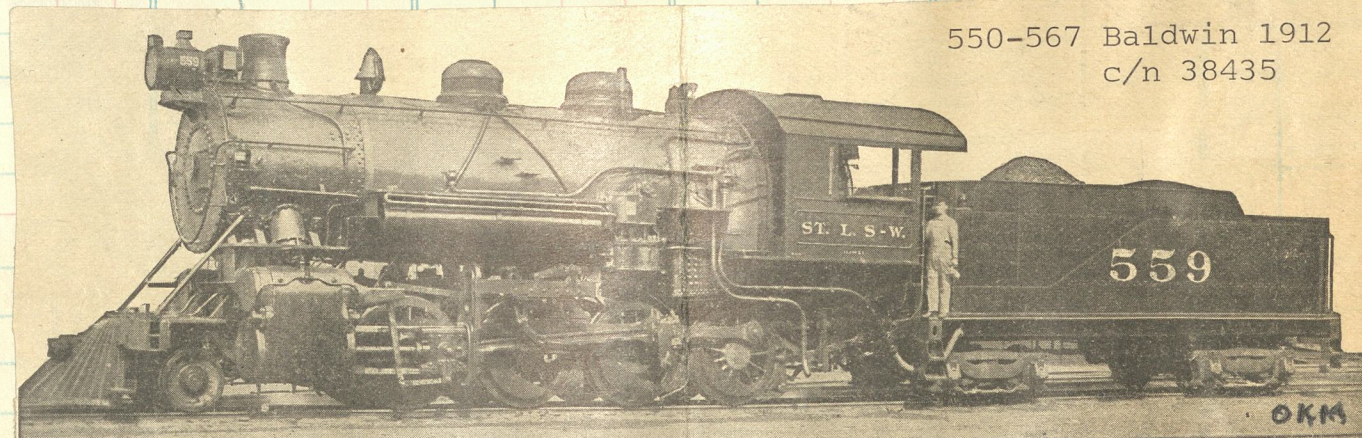
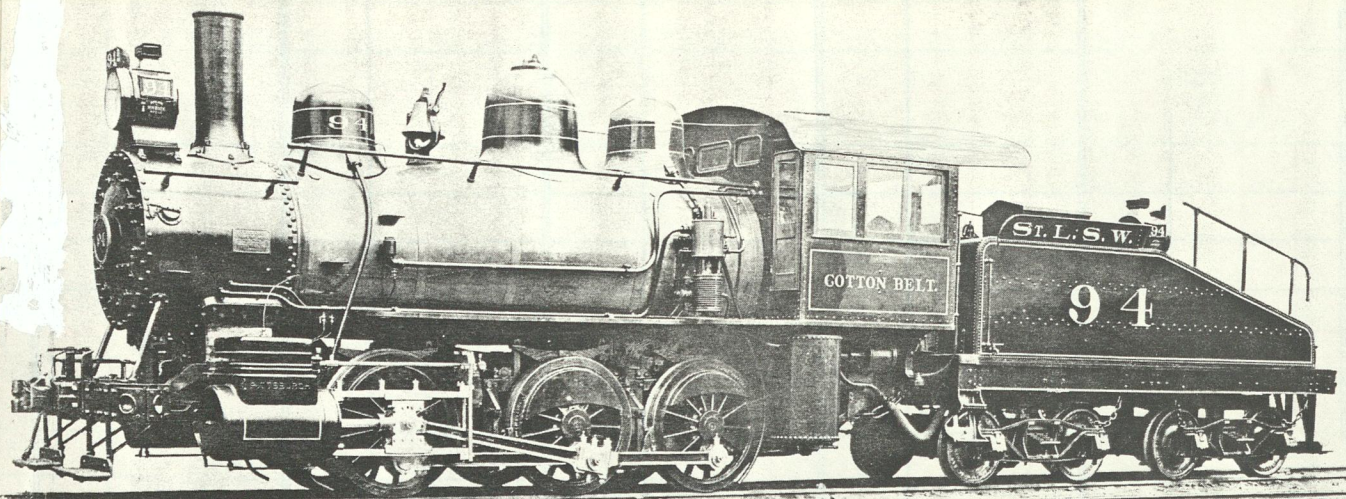
Cylinders, 25" x 30"
Driving wheels, diameter, 61"
Steam pressure, 190 lb.
Grate area, 52.5 sq. ft.

Water heating surface, 2,748 sq. ft.
Superheating surface, 501 sq. ft.
Weight on drivers, 214,880 lb.
Weight, total engine, 245,280 lb.

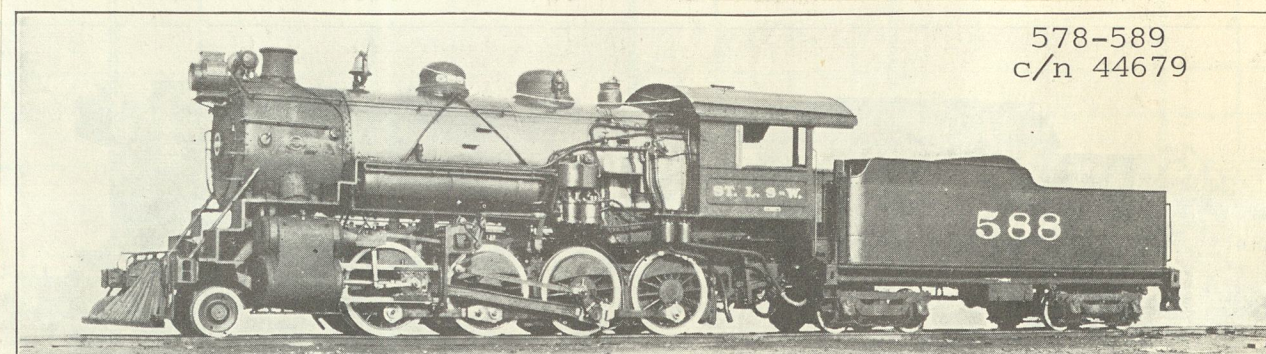
Tractive force, 49,600 lb.

OKM

93-94 Class C-4 c/n 2277 Pittsburgh 1901



550-567 Baldwin 1912
c/n 38435



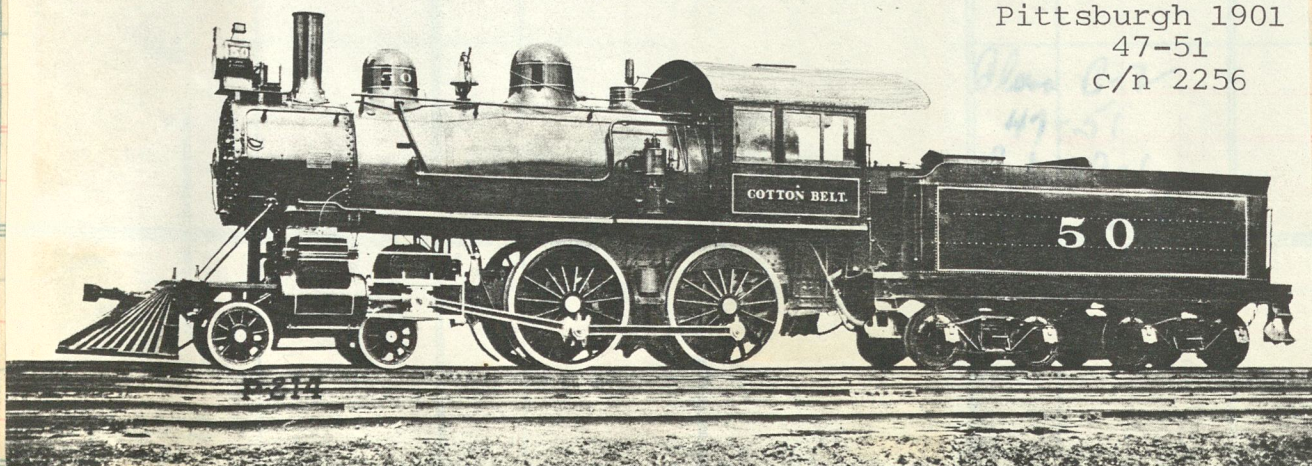
578-589
c/n 44679

Fig. 74—Consolidation (2-8-0) Locomotive for Freight Service. Built for St. Louis Southwestern by the Baldwin Locomotive Works. 1917

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	2,585 sq. ft.
Cylinders.....	25 in. x 30 in.	Heating Surface, Firebox.....	215 sq. ft.
Steam Pressure.....	190 lbs.	Heating Surface, Total.....	2,800 sq. ft.
Diam. of Drivers.....	61 in.	Heating Surface, Superheater.....	591 sq. ft.
Tractive Effort.....	49,600 lbs.	Grate Area.....	52.5 sq. ft.
Rigid Wheel Base.....	17 ft. 6 in.	Weight on Drivers.....	202,300 lbs.
Driving Wheel Base.....	17 ft. 6 in.	Weight, Total.....	232,800 lbs.
Total Wheel Base.....	26 ft. 6 in.	Fuel.....	Soft coal

'A Majestic Jewel'

Pittsburgh 1901
47-51
c/n 2256



 Built by Texas & St. Louis R. R.

 Built by St. Louis, Arkansas & Texas R. R.

■ Built by St. Louis Southwestern Ry.

Acquired by Purchase

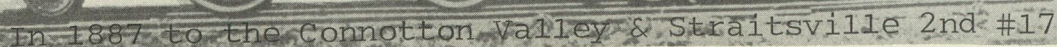
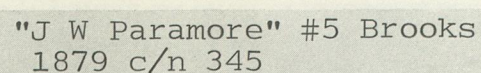
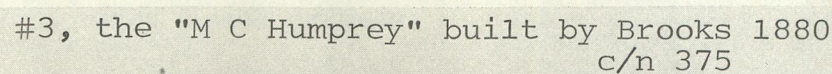
XXXXX Joint Trackage

(P) Date Joint Trackage Rights Acquired
for Passenger Train Operation

(F) Date Joint Trackage Rights Acquired
for Freight Train Operation

LA.

old, Dec 1887, to Ferr de Zimapan, Hidalgo, Mexico



Total Accounted for

I

hugs Cairo & St. Louis

is narrow-gauge rail-
siderable excitement
avagant claims were
Promoters empha-
the narrow-gauge sys-
n 148 different com-
with a total of 4,188
of three-foot gauge.

...of extending the I&B to East St. Louis, forming with the Cairo & St. Louis and the Texas & St. Louis a narrow-gauge trunk line from Toledo to Laredo. The proposed 1628-mile-long route was

*The shop buildings are still standing and are leased to the Krey Packing Company. The brick roundhouse was torn down in 1954.

†Reorganized in February 1882 as the St. Louis & Cairo Railroad, the line is now part of the Gulf, Mobile & Ohio's main line.



TC&StL	Toledo, Cincinnati & St. Louis	TT&RG	Toledo, Texas & Rio Grande
T&StL	Texas & St. Louis	TM	Texas-Mexican
StL&C	St. Louis & Cairo	TW	Texas Western
CD&StL	Cleveland, Delphos & St. Louis	K&G	Kansas & Gulf Short Line
HE&WT	Houston, East & West Texas		

to parallel Gould's 1512-mile Wabash-Iron Mountain-Texas & Pacific-International & Great Northern standard-gauge combination between the same points. After several preliminary meetings, the alliance of the narrow-gauge moguls was publicly announced at Cincinnati's Grand Hotel on January 7, 1881. Paramore and Roots of the Cotton Belt* and Craig and Corse of the TD&B declared their two roads would ultimately be consolidated to form the Toledo, Texas & Rio Grande Railroad. Moreover, the Grand Narrow Gauge Trunk would eventually be extended 600 miles beyond Laredo to Mexico City to compete with Gould's proposed road between those points.

In 1882 Grant delivered twenty similiar engines noed 32-51



Sold to Louisiana & Arkansas 1893. Conv s.g. 1887

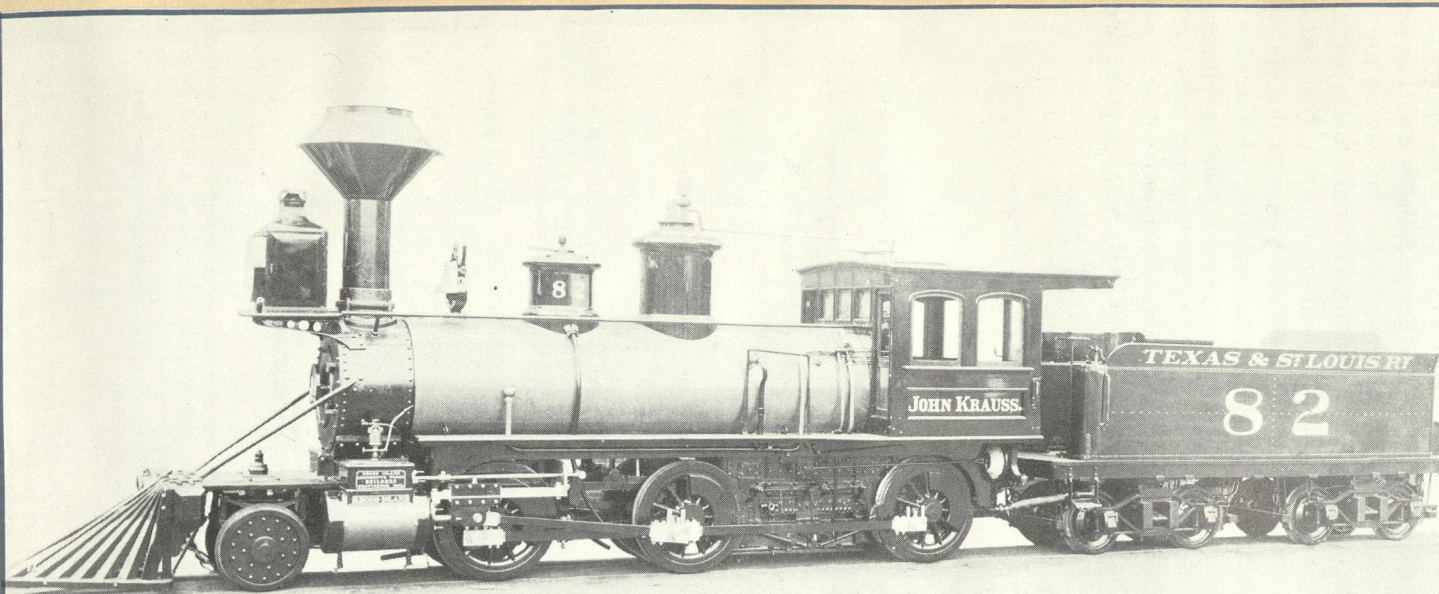
Sold to Louisiana & Arkansas 1893. Conv s.g. 1887

The "A. W. Soper" Grant Dec 1882. Conv to
s.g.1887. Sold 6/99 to the
Bodcaw Lumber Co.

The John Krauss was the pride of the Texas & St. Louis Railway when the "yard-wide" stretched from Illinois to Texas.

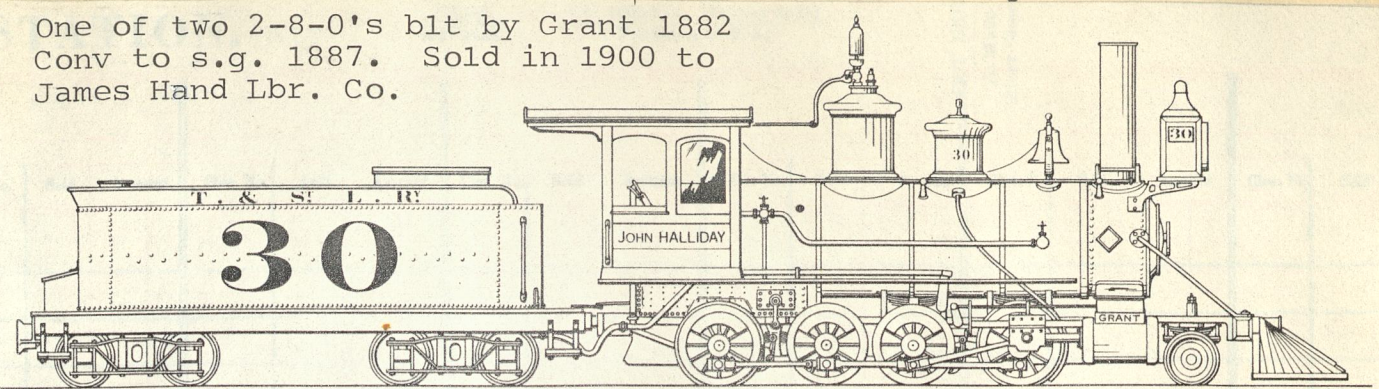
Eng 8
the J
but w
"O. G
Blt b
conv
Sold
Mill

Eng 84 was not
the John Krauss
but was named
"O. G. Murray"
Blt by R.I.1884
conv to sg 1887
Sold to Griffin
Mill Co 5/1901



At a cost of \$7,300 each, ten of these sturdy little Moguls were constructed by Rhode Island 1884 75-84 c/n 1460

One of two 2-8-0's blt by Grant 1882
Conv to s.g. 1887. Sold in 1900 to
James Hand Lbr. Co.

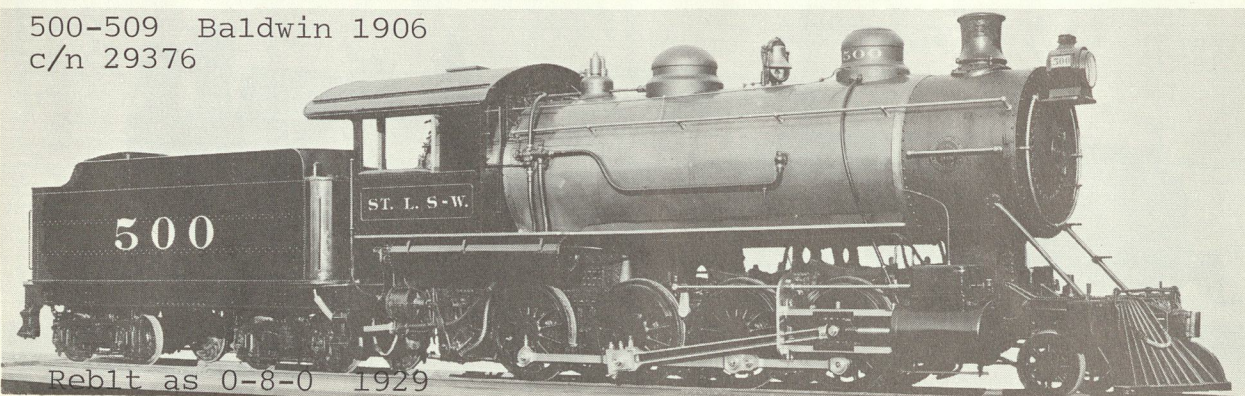


It was September in 1886. All along the Cotton Belt, from Bird's Point, Mo., to Texarkana, old spikes came out. Rails were shifted. New spikes sank home under swinging hammers. The entire railroad was changed from narrow to standard gauge over one week end.



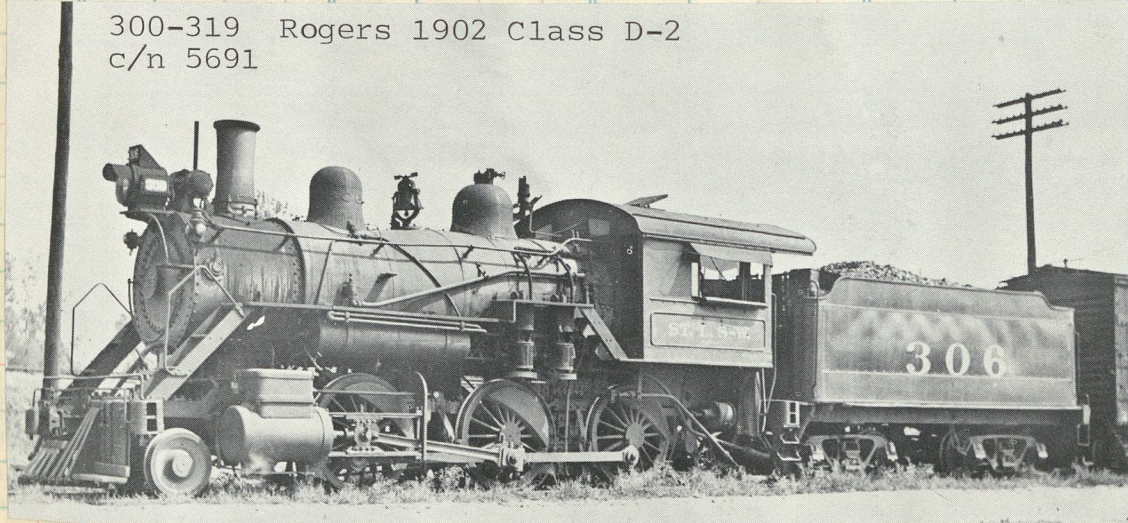
This radiant Eight Wheeler added flair to the Cotton Belt locals. Five were built by Baldwin, nos 58-62, in 1906 c/n 29566.

500-509 Baldwin 1906
c/n 29376

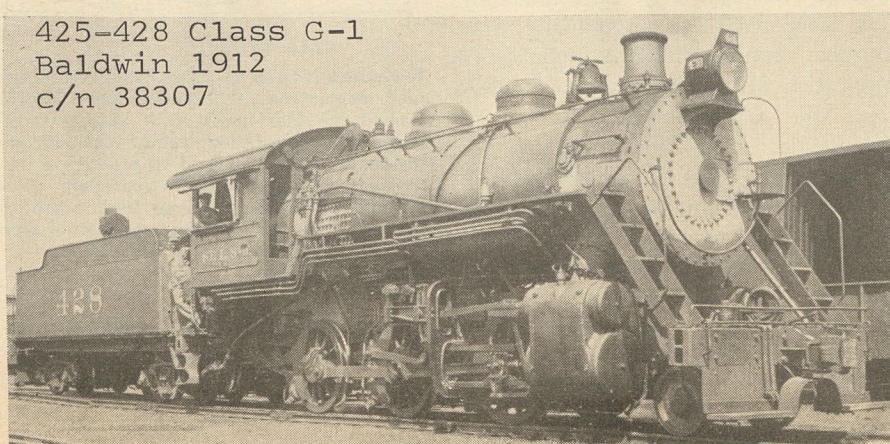


Reblt as 0-8-0 1929

300-319 Rogers 1902 Class D-2
c/n 5691



425-428 Class G-1
Baldwin 1912
c/n 38307



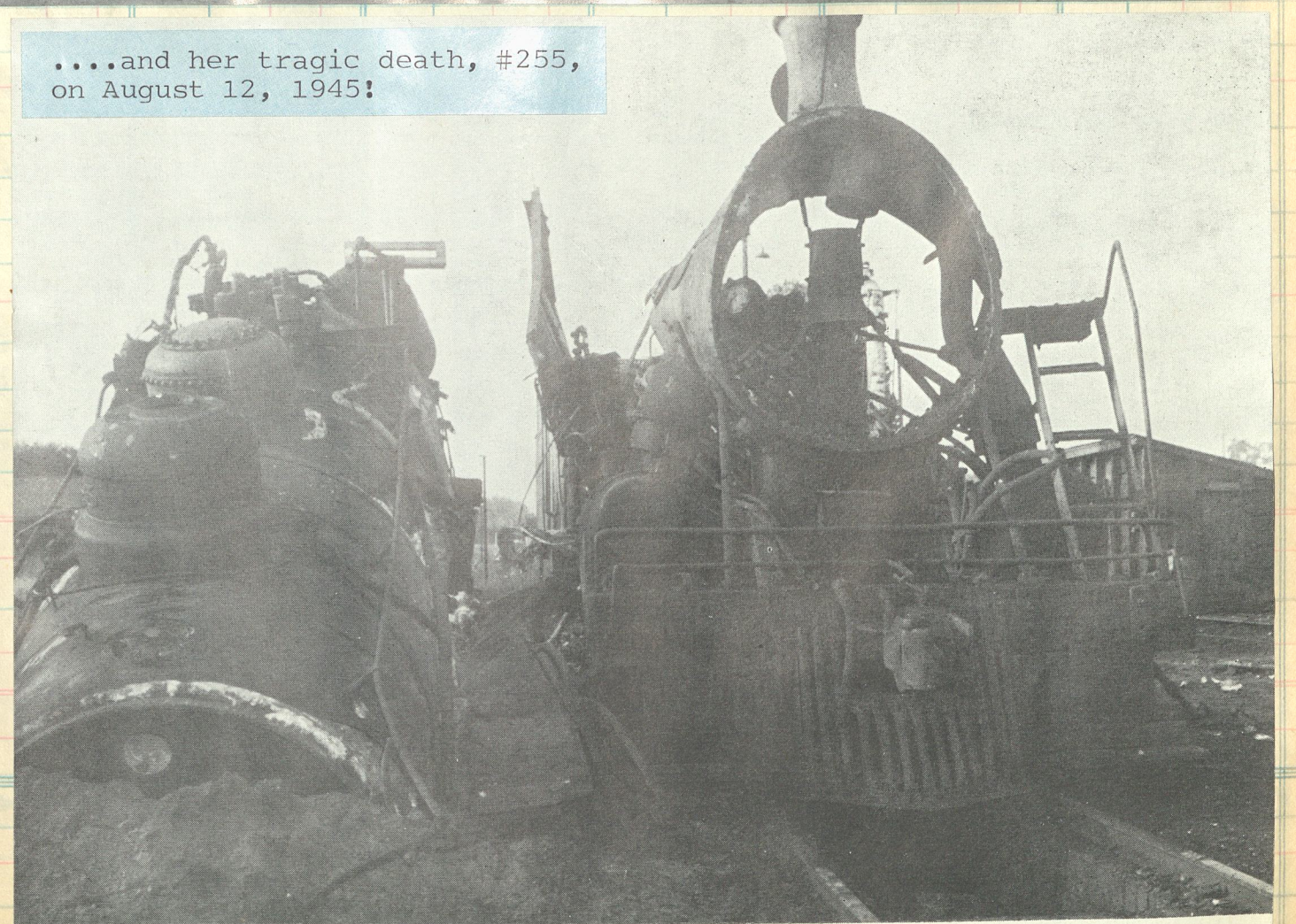
J. B. Allen

ST. LOUIS-SOUTHWESTERN LOCOMOTIVE 428
Photograph was taken at East St. Louis in 1936. Drivers are 55 inches, cylinders 23 1/2 by 28 inches, boiler pressure 175 lbs., traction force 41820 lbs.

Ten wheelers 250-255
Baldwin 1910
c/n 34753

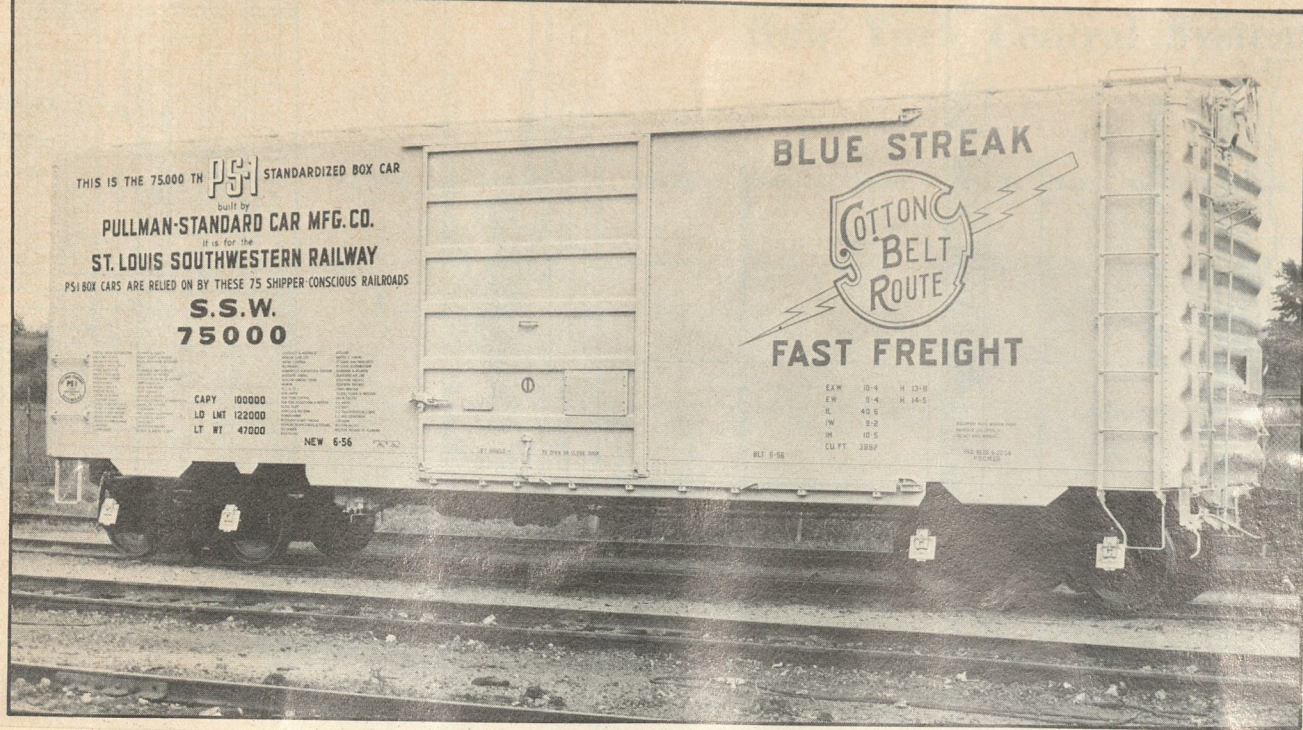


....and her tragic death, #255,
on August 12, 1945!

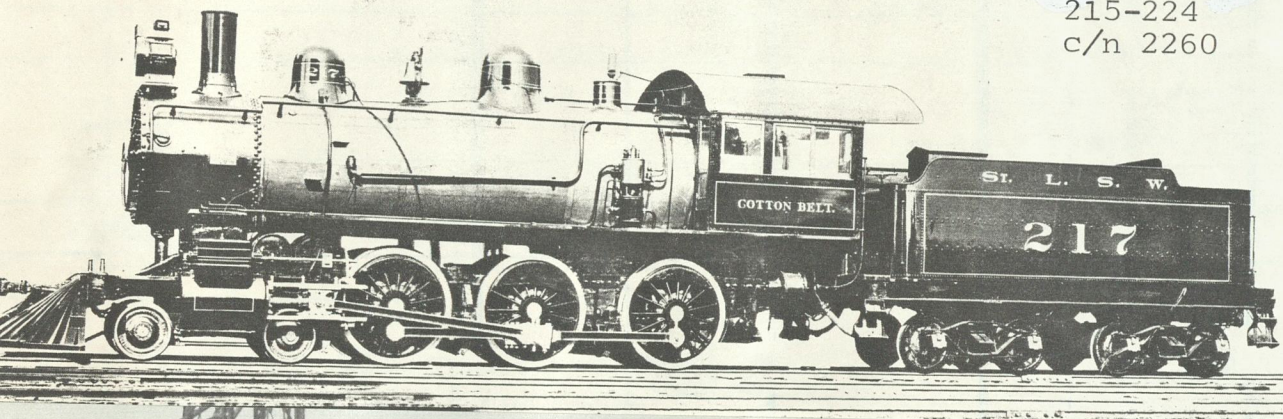


A CROWN SHEET FAILURE plopped this St. Louis Southwestern's boiler neatly beside the engine at Paragould, Ark. in 1945.

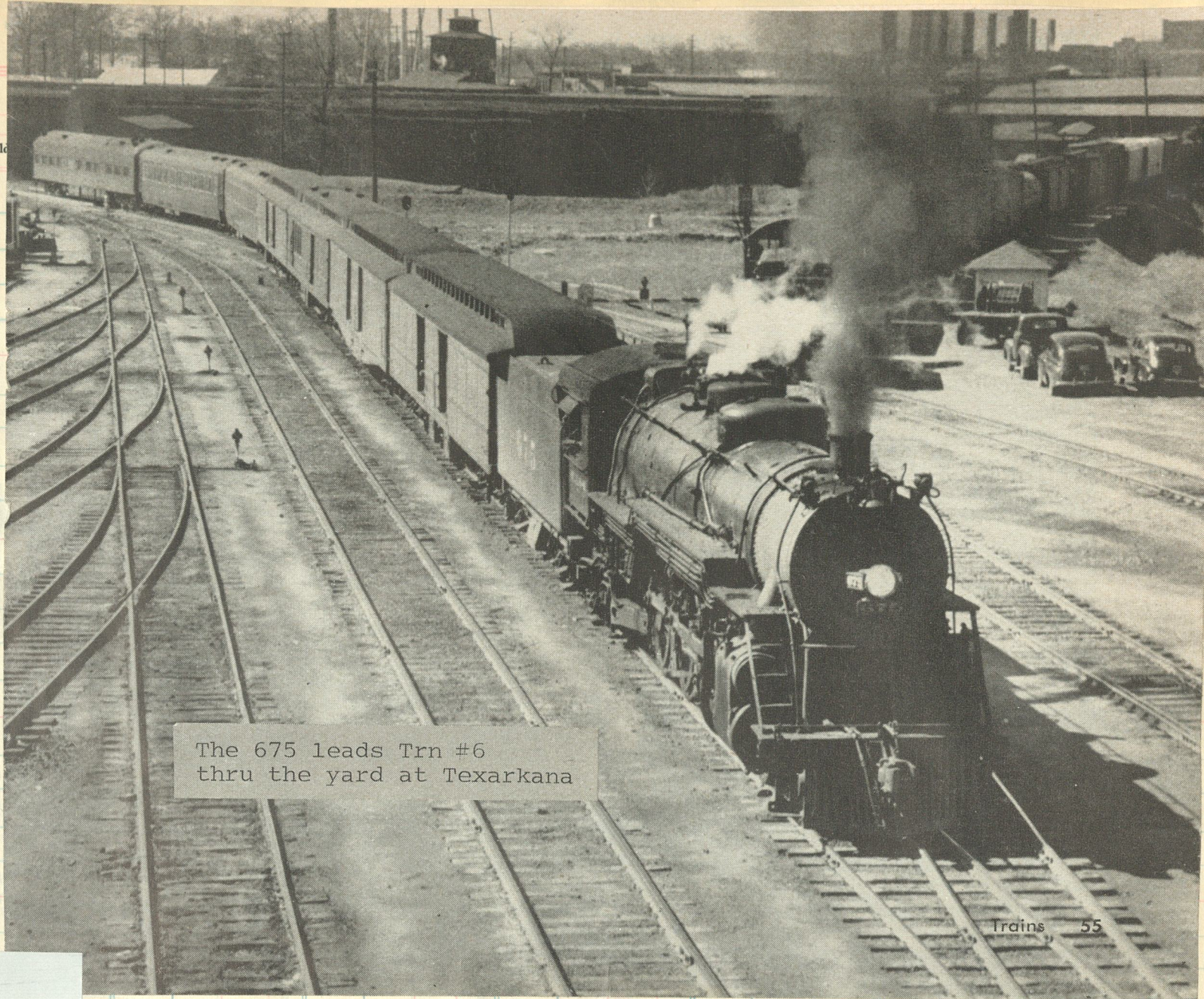
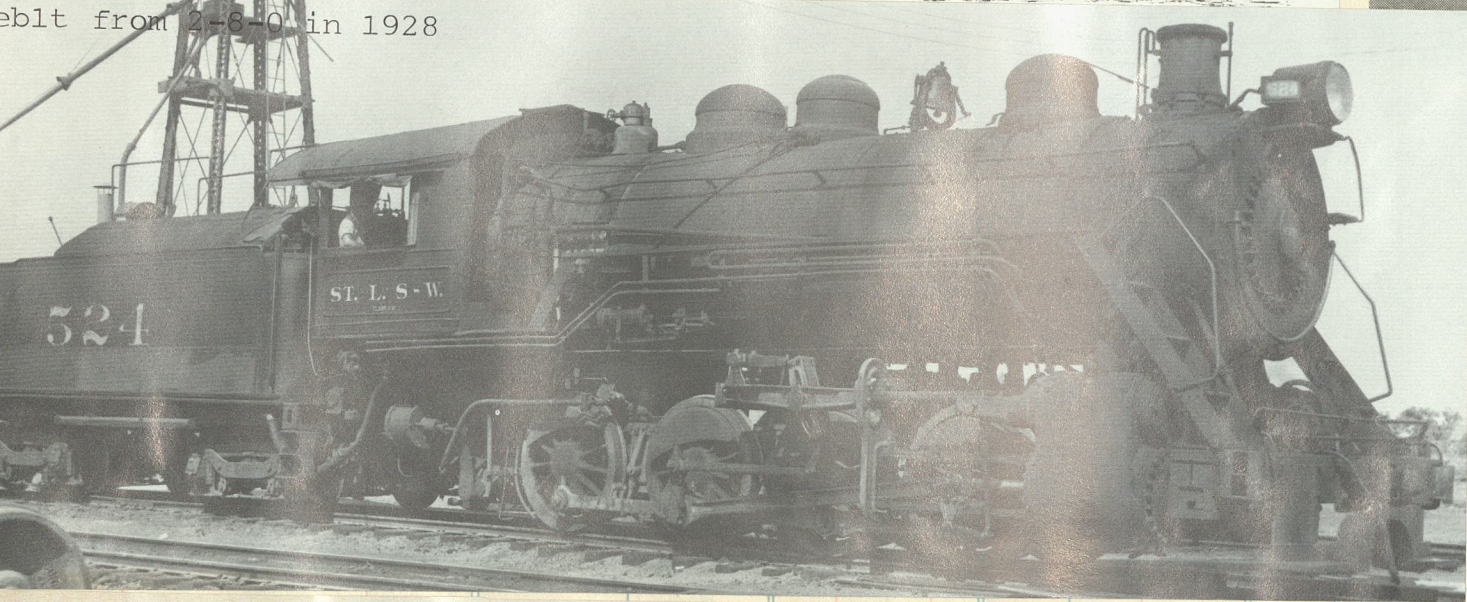
Built 6-56
Pullman Standard Photo



Pittsburgh 1901
215-224
c/n 2260

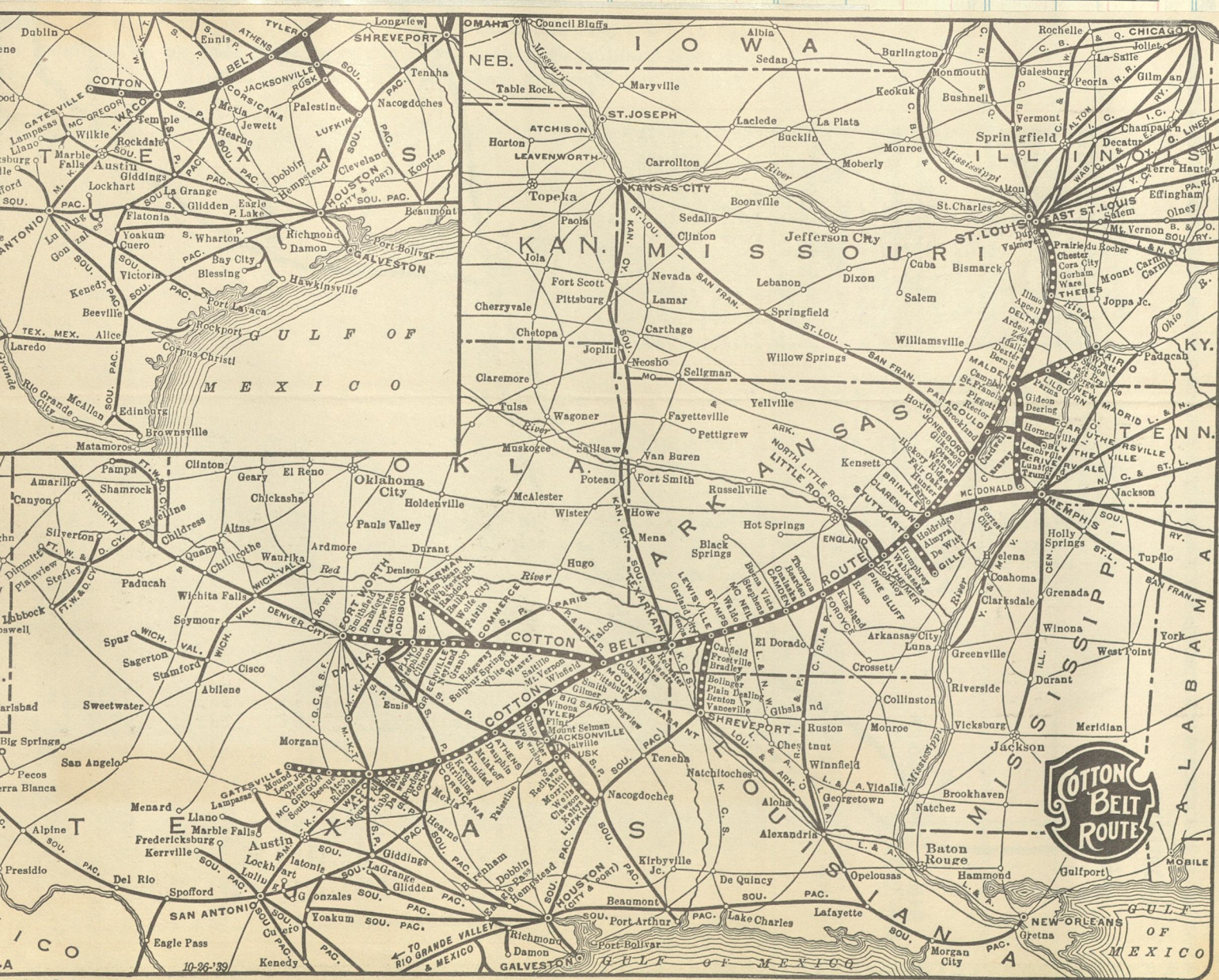


ebt from 2-6-0 in 1928



The 675 leads Trn #6
thru the yard at Texarkana

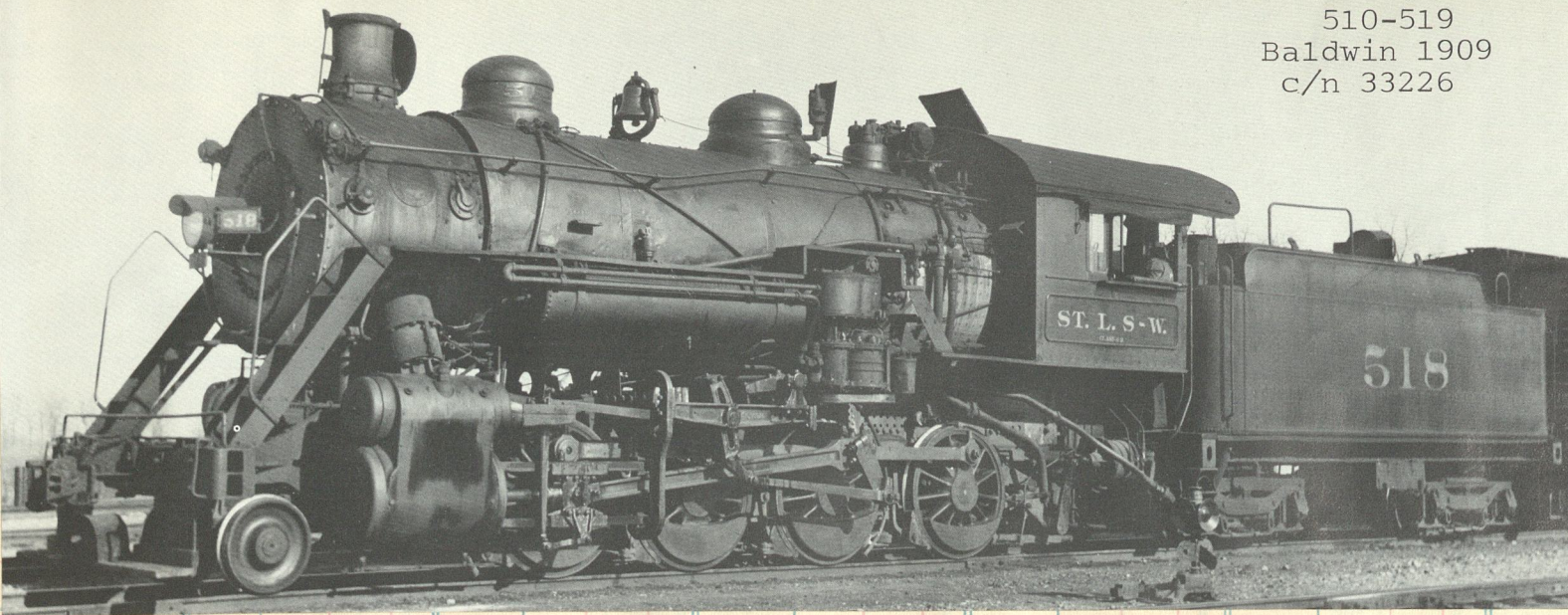
Trains 55



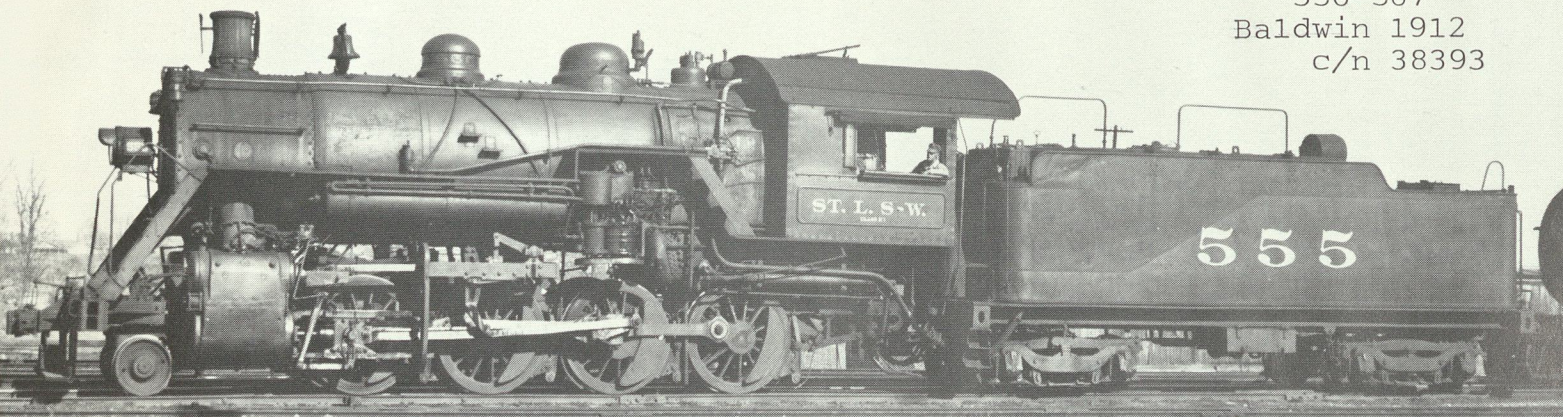
Fresh off the Red River Bridge, Atlantic 605 is about to finish Train 801's trip from Lewisville on the main line to Shreveport. On the rear is the daily Pullman from Memphis that was dropped each day by Train 5, The Lone Star for the branch line local.

Clos. No

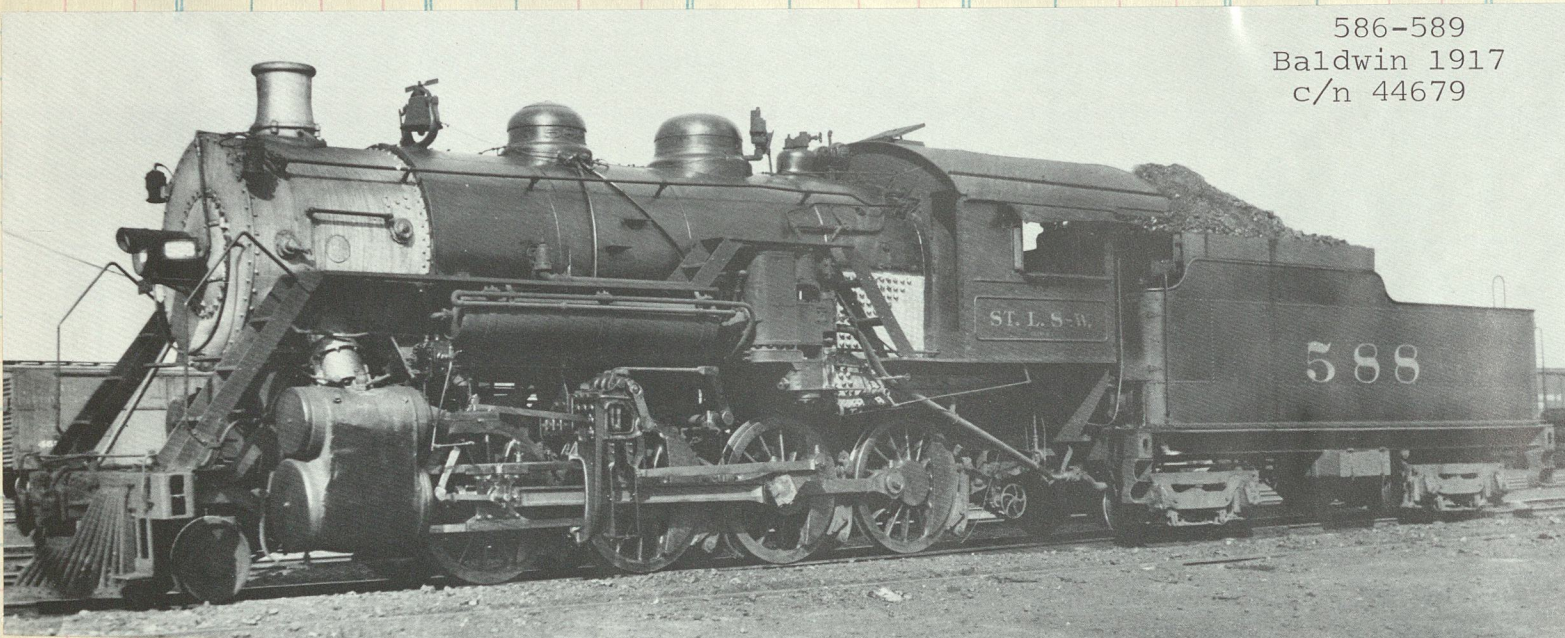
510-519
Baldwin 1909
c/n 33226



550-567
Baldwin 1912
c/n 38393



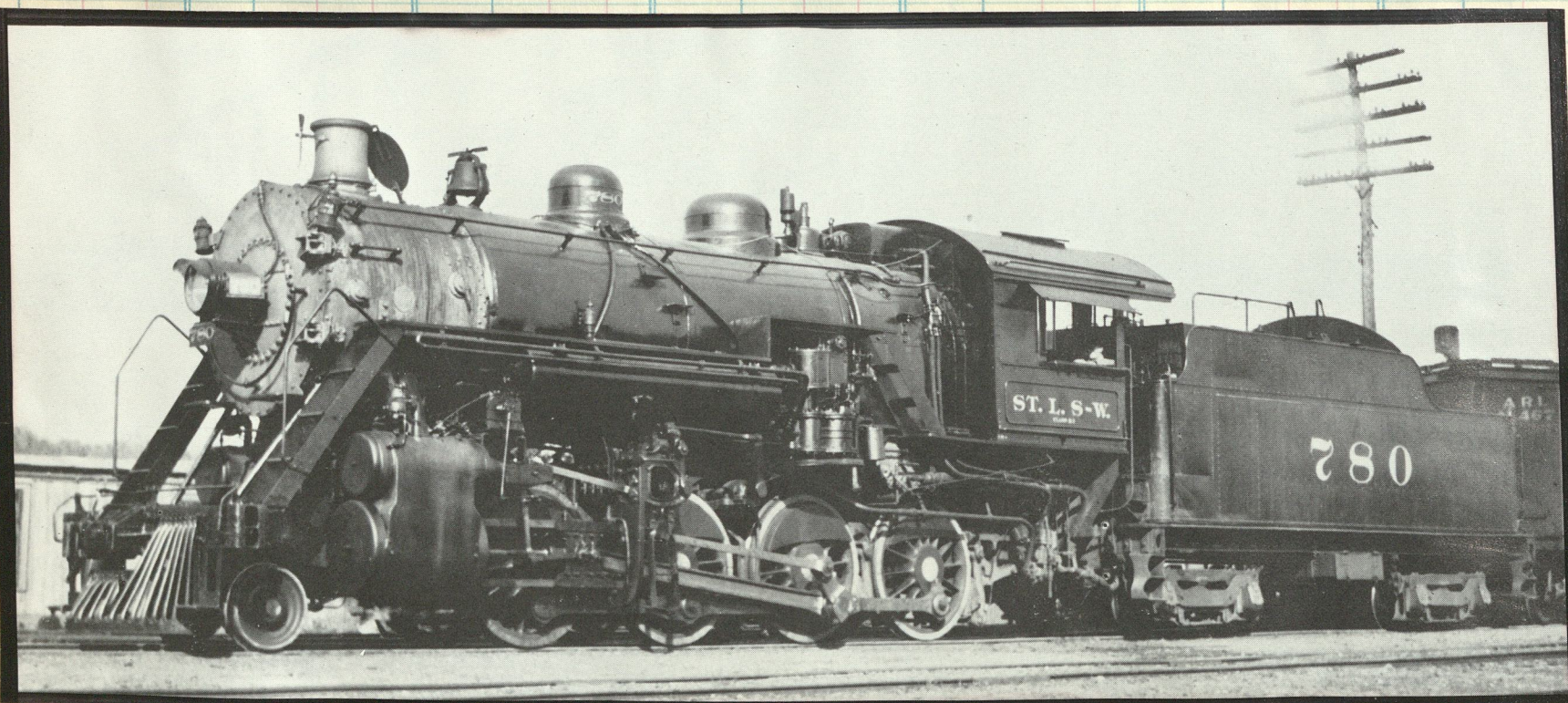
586-589
Baldwin 1917
c/n 44679



Under a beautiful rolling exhaust, the 557 gallops along with a short cut of cars near Omaha, Texas



The 580 with a southbound extra near Vanceville, La. enroute to Shreveport

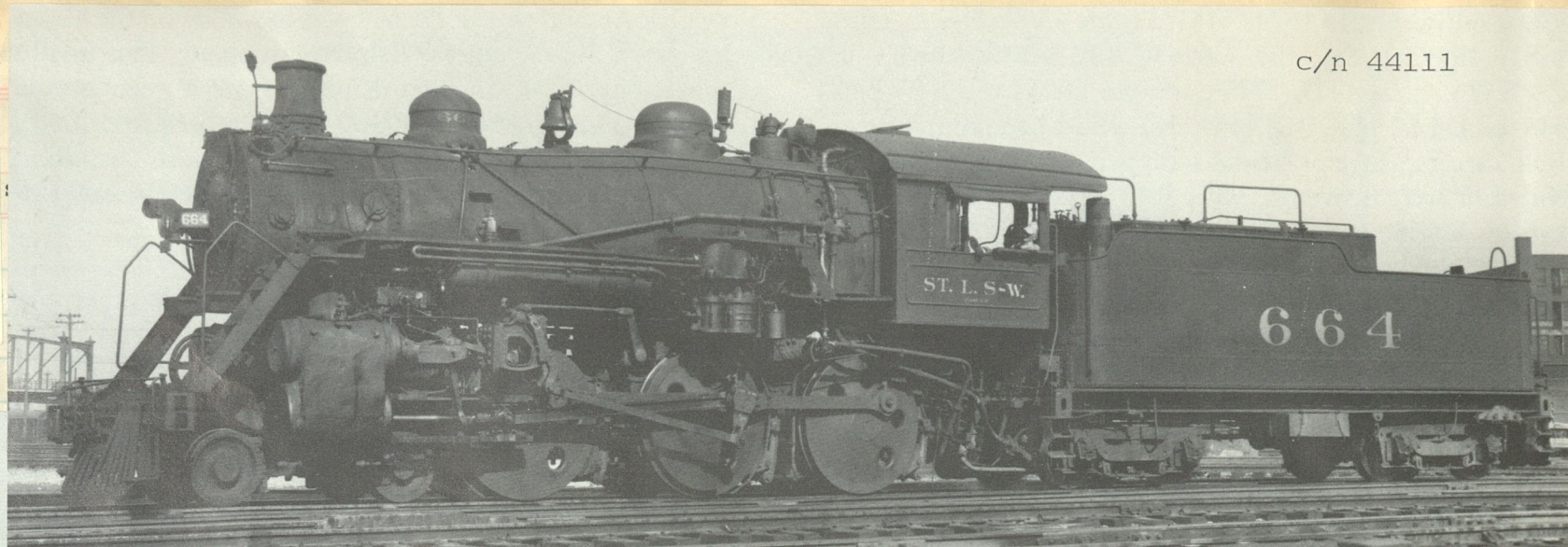


The 780 was one of the final fifteen 2-8-0's placed in service by the Cotton Belt. Received from Baldwin in 1923 c/n 56592. Nine of this group was sold in 1952 to the Ferrocarril del Pacifico [former S.P. de M.]. Altogether the F Del P purchased over forty 2-8-0's from the StL S-W in 1952. All had been retired by 1956.



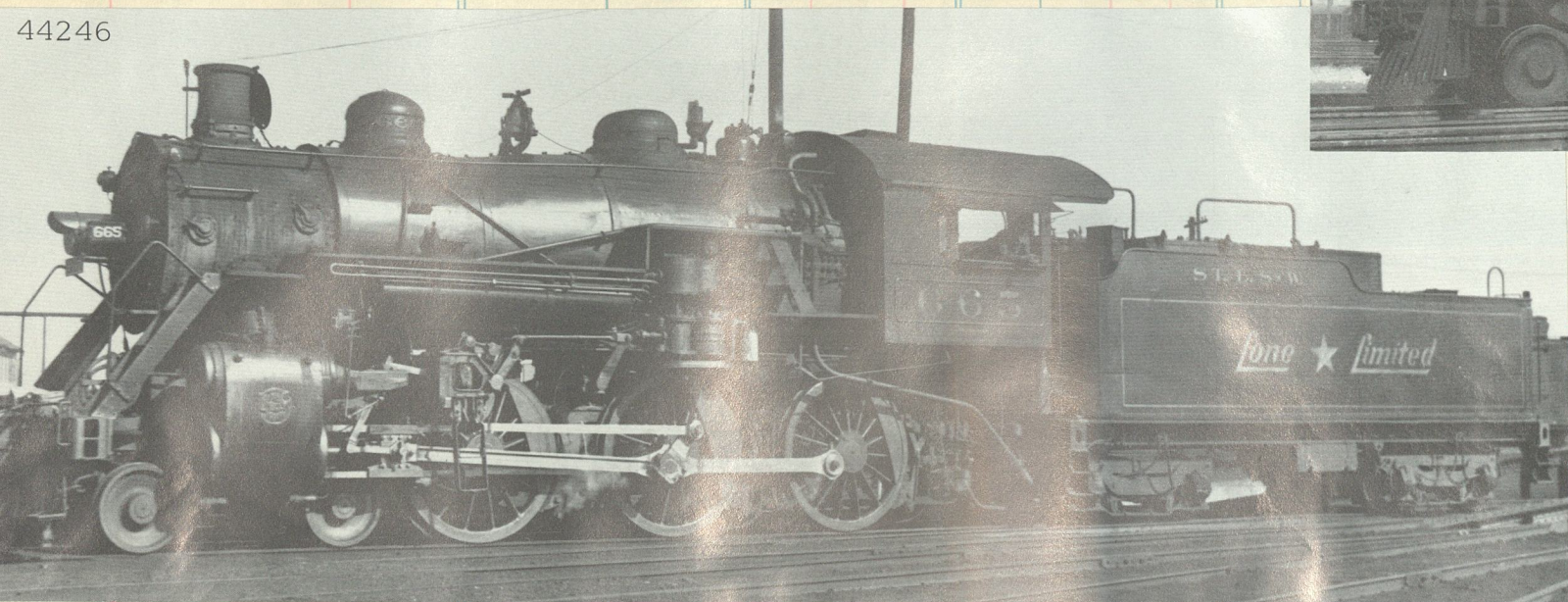
Rolling the tonnage thru Sulphur Springs, Tex.

The last new passenger engines to be erected for the Cotton Belt was eight sturdy Ten wheelers from Baldwin in 1916 noed 660-667. At one time there was thought of getting some 4-6-2's but the 660's could still maintain schedules so the idea was dropped. Then in 1936 a real bargain showed up when some F.E.C. 4-8-2's came up for sale at \$12, 500 apiece. The StL S-W purchased five numbered them 675-679 which solved the 'new' passenger power problem.



c/n 44111

44246



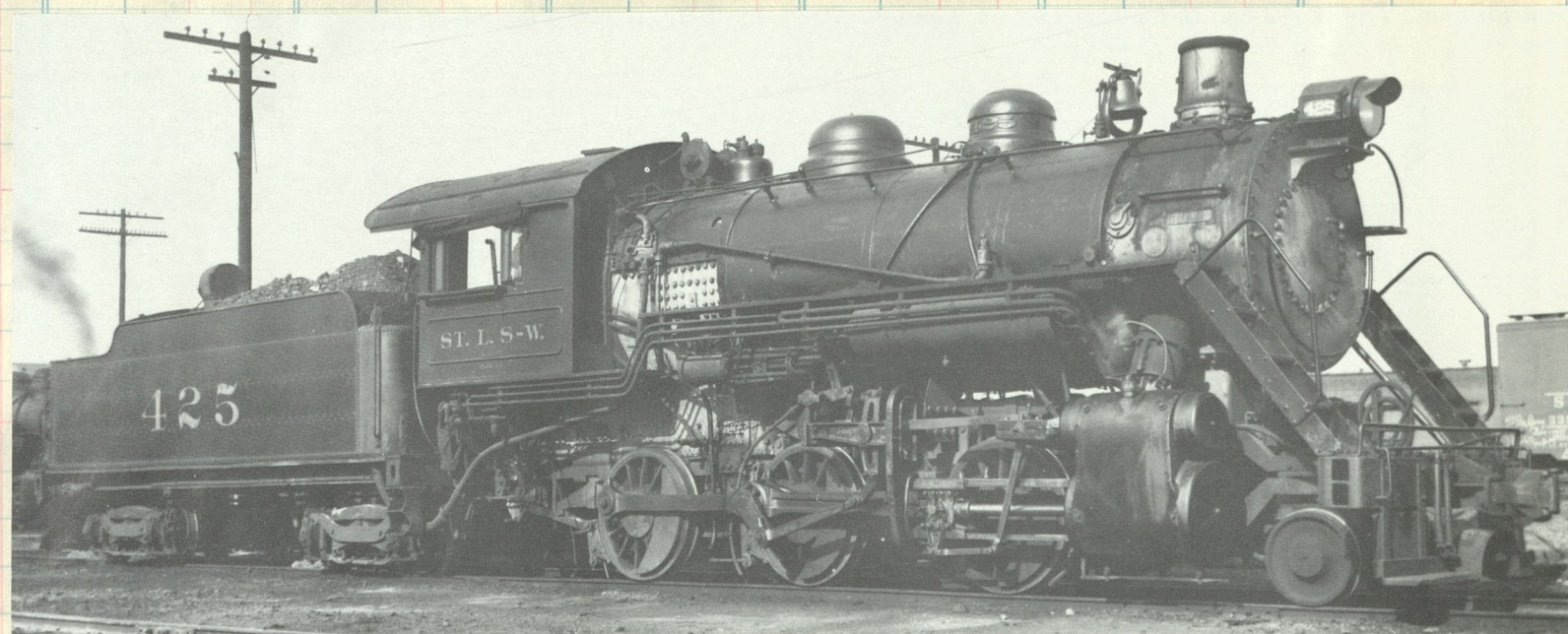
Never let it be said that the Cotton Belt wasn't "keeping up with the times". Five of these 4-6-0's were given new drivers, nos 664, 665 and the 667 got 'man hole covers' of the Scullin variety while the 660 and 666 received the Baldwin Disc type.

[The Missouri Pacific even went so far as to apply Scullins to some of its 4-4-2's!!]

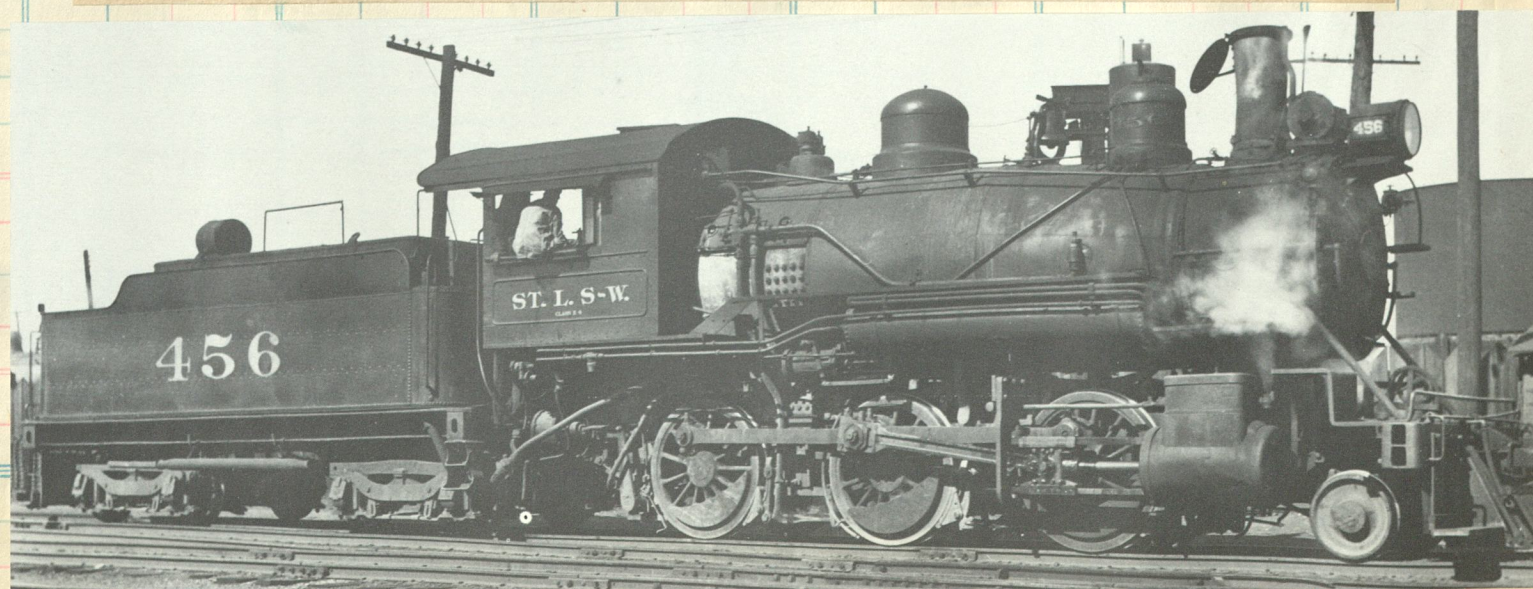
c/n 44247



For over a decade while her occupation was hauling the "Lone Star Limited" the 665 ws done up in a 'Nile Green' livery and name of her train stated across the tender. Later on, she too, was fitted with fancy drivers. [See top of Pg 21]



Four Moguls, 425-428, were built for yard and transfer service at East StLouis. Supplied by Baldwin in 1912 c/n 38304.

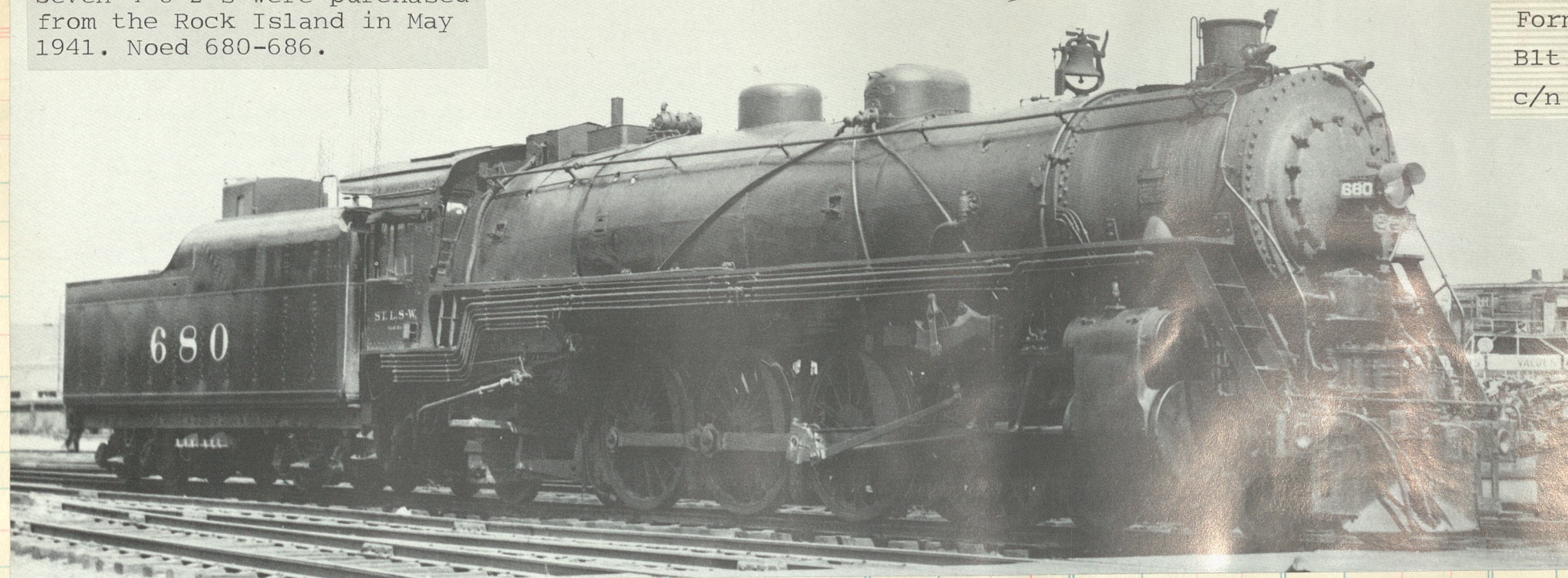


Baldwin deliverd ten 2-6-0's in 1909 noed 450-459. Most of their assignments was west of Texarkana. c/n 33244

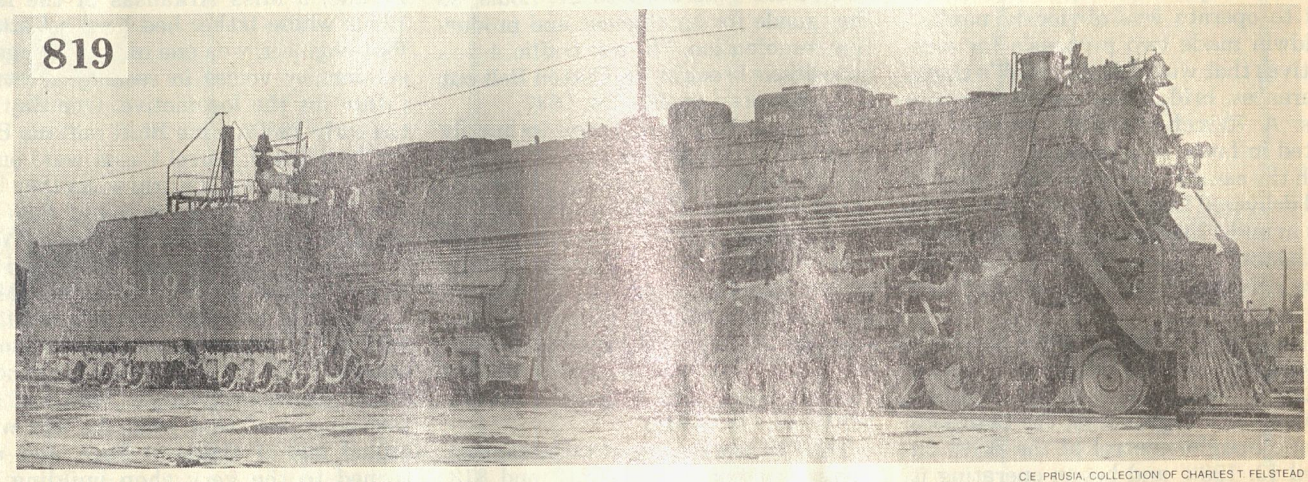
Rolling southbound tonnage on the Missouri Pacific trackage below East StLouis with the 813 in command.

Seven 4-8-2's were purchased from the Rock Island in May 1941. Noed 680-686.

Former Rock Island #4006
Blt in 1920 By Brooks,
c/n 62146



The Cotton Belt made excellent use of these engines in freight service



SSW 819 AT EAST ST. LOUIS, ILLINOIS, JANUARY 8, 1950.

C.E. PRUSIA, COLLECTION OF CHARLES T. FELSTEAD



After thirty one years of retirement the 819 returned to service in April 1986. In an impressive sight she breaks into the sunlight near Lumber, Ark while on an extended run November 5, 1988



Restored Cotton Belt 4-8-4 No. 819 proudly flies U.S. and Texas flags as she enters Tyler, Texas, on Nov. 6, 1988, as part of a three-day operation from her home in Pine Bluff, Ark. The train, which consists of cars from the Cotton Belt Historical Society and SP, carries a number of Cotton Belt employees and their families.



COTTON BELT 4-8-4 819 departed Pine Bluff, Ark., on April 21, 1989, on its annual outing to the "Fordyce on the Cotton Belt" festival. Three new cars acquired from N.J. Transit have increased the Cotton Belt Railway Historical Society consist to eight cars.

28

New York Central City, Mo.
e service

RECORD OF TICKET SALES AT

F TICKET SA

SELLER DATE FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	An	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	An	Clos. No.	Sold	Amount	Clos. No.
------------------------	-------------	------	----------	-----------	------	--------	-----------	------	----	-----------	------	--------	-----------	------	--------	-----------	------	--------	-----------	------	--------	-----------	------	----	-----------	------	--------	-----------

Total
Add—Error
Deduct “
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent’s Signature
Cash to next Seller
Next Seller’s Signature
Total Accounted for

1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet



Clos. No. Sold Amount Clos. No. Sold Amount

Amount Clos. No. Sold Amount Clos. No. Sold Amount

THE
Texas and Pacific
RAILWAY COMPANY



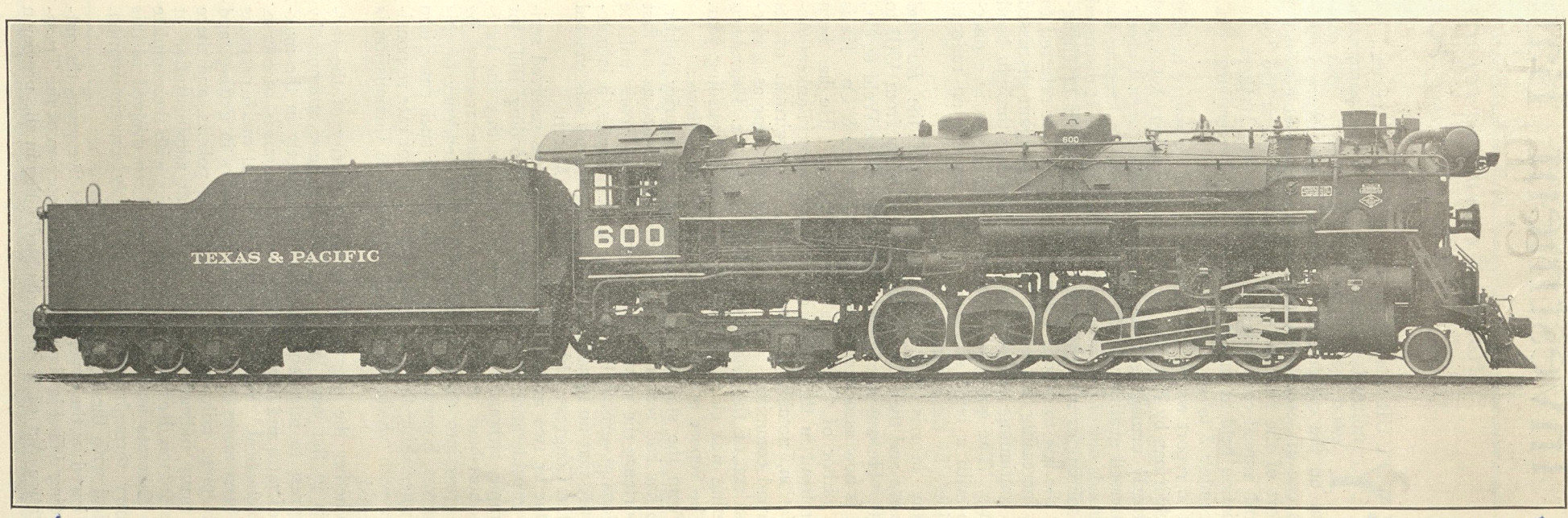
THE
Sunshine Special
The ***Texas***
Louisiana Limited

In 1927 the T.&P. was
operating 1,952.74 miles
using 348 engines, 225
passenger cars and 11,892
freight



A STUDY IN TEXAS AND PACIFIC POWER

Lucius Beebe



600-609

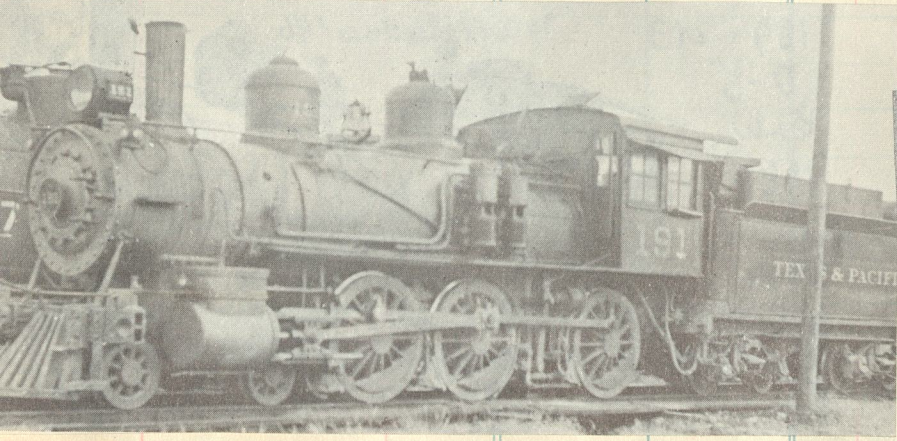
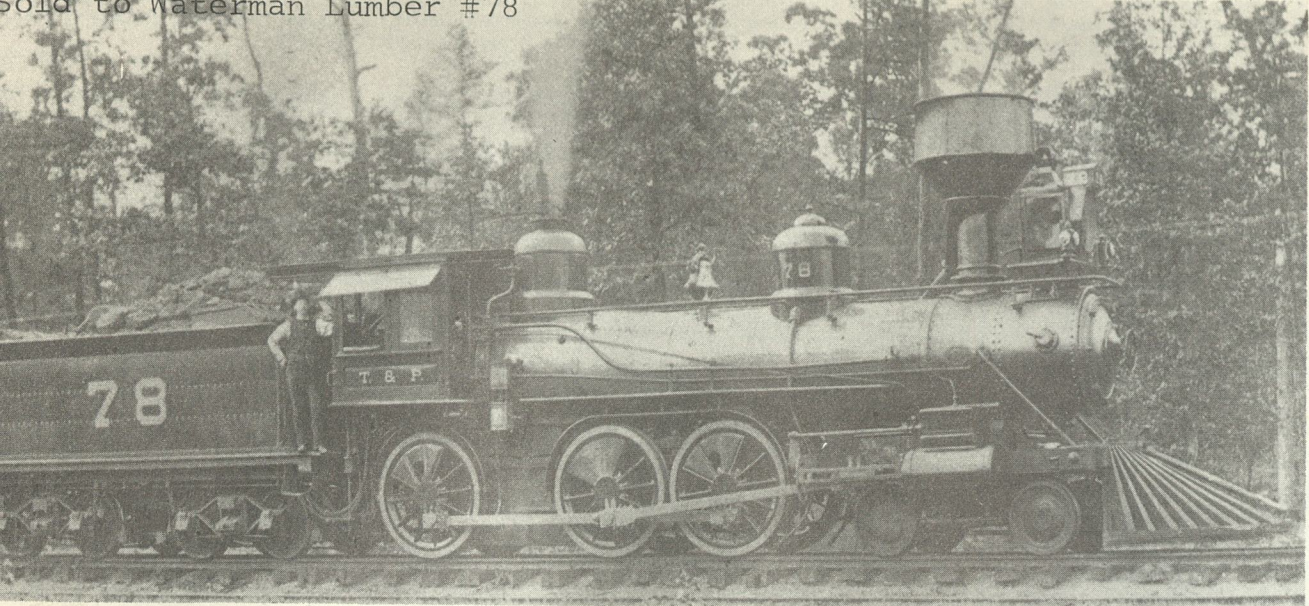
The First Texas Type Locomotive—Total Weight of Engine, 448,000 lb.; Weight on Drivers, 300,000 lb.

LIMA 1925

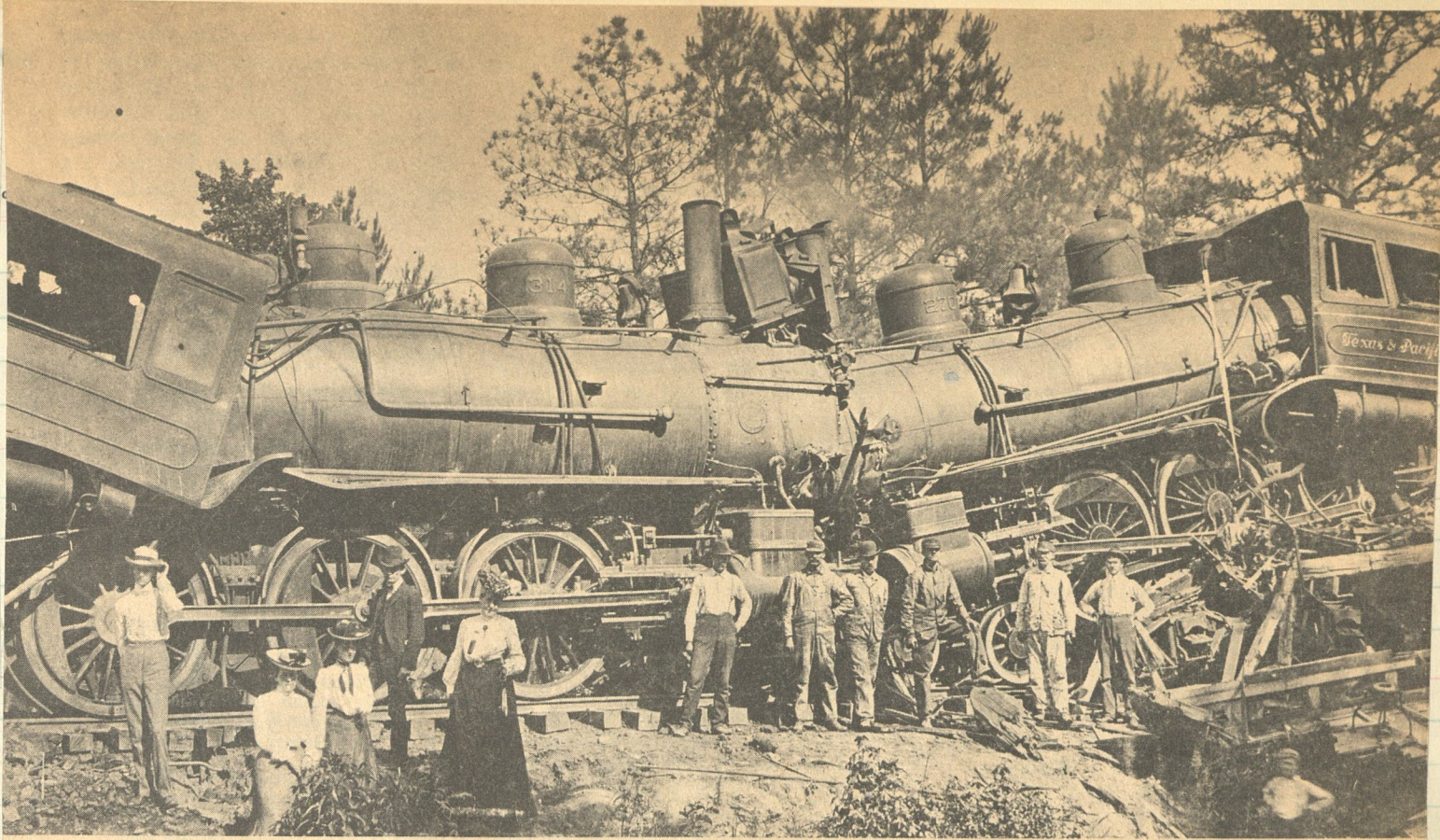
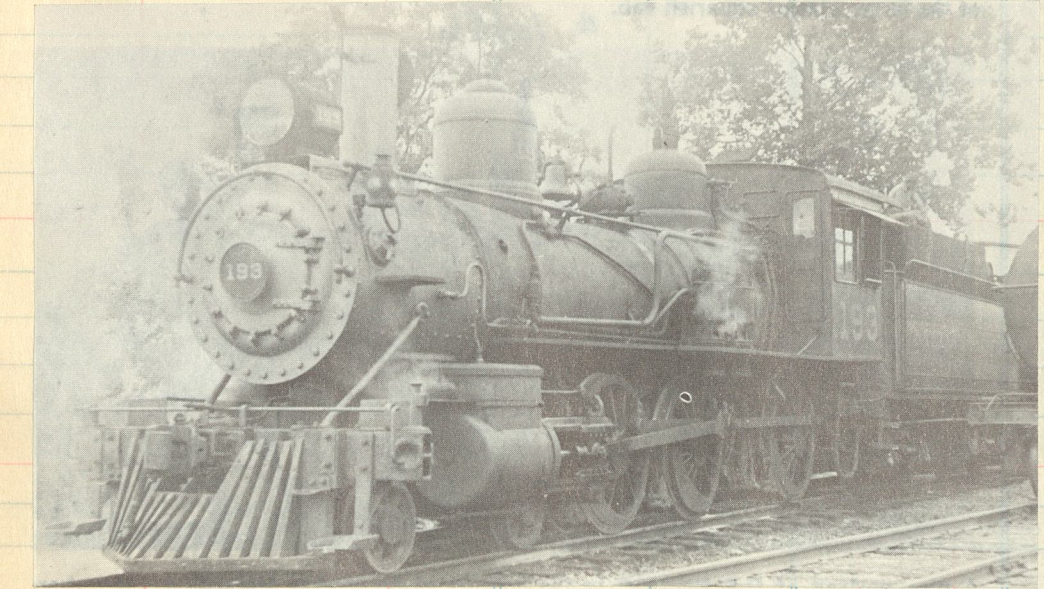
Personalities.
Each locomotive type has
its own characteristics,
and likewise the locomotives
of any one railroad have a
similar and distinctive
personality. The expert can
recognize at a glance the
motive power of most Class 1
roads.

THE TEXAS TYPE
A LIMA 2-10-4 Super-Power Steam Locomotive

TSBURGH LOCOMOTIVE WORKS built No. 78 for the Texas & Pacific in August, 1880; the 4-6-0 carried Shop No. 78. Note the extended smokebox and the patent stack, a pipe from the latter applied to carry cinders down the left side of engine and deposit them on the roadbed. A set of mudguards cover the main and forward drivers, and a second set covers the rear drivers located under the wooden cab. (Both photos, Collection of Dr. S. R. Wood)

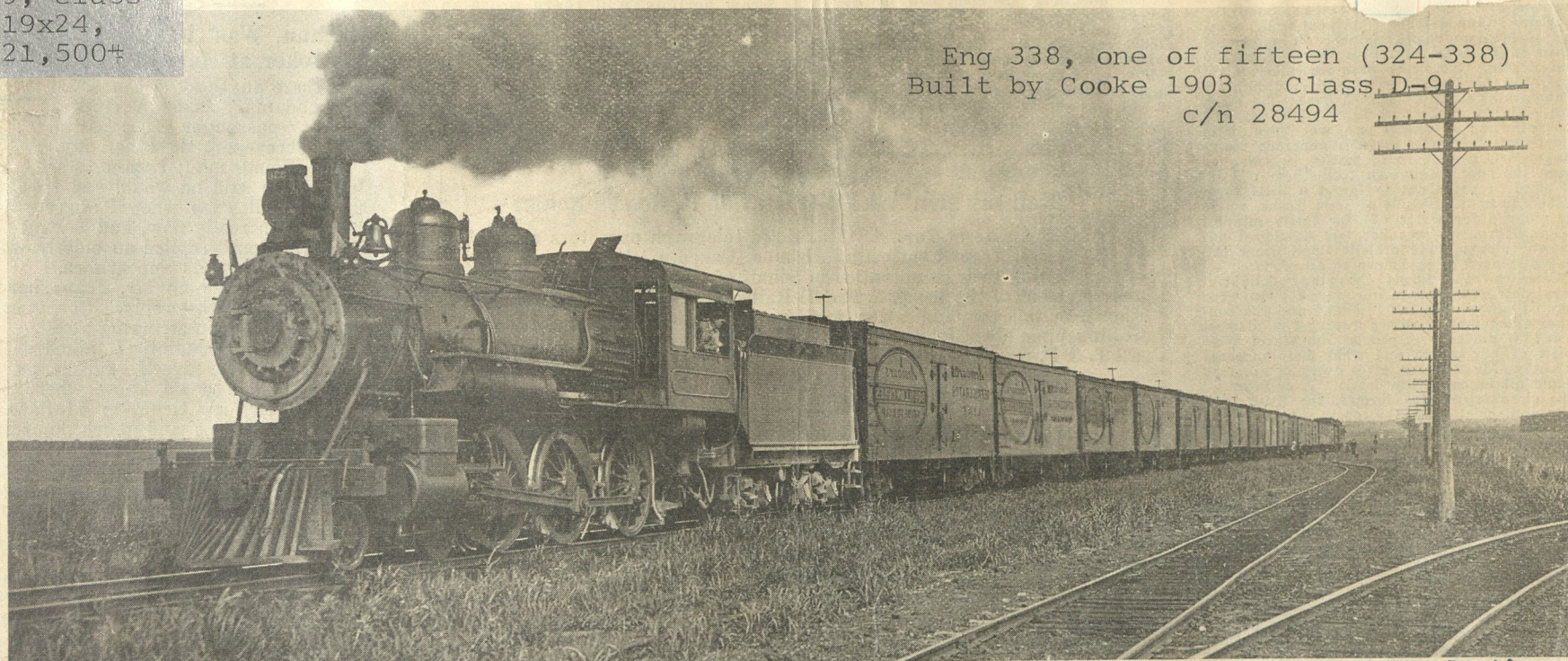


Nos 191, 193 & 209 were in the order for twenty five engs (189-213) built by Baldwin 1889, class D-5. Cyls 19x24, dvs 50" TE 21,500+



Texas & Pacific passenger trains 5 and 6, each named *The Cannon Ball*, collided head on June 4, 1903, at Jefferson, Texas.

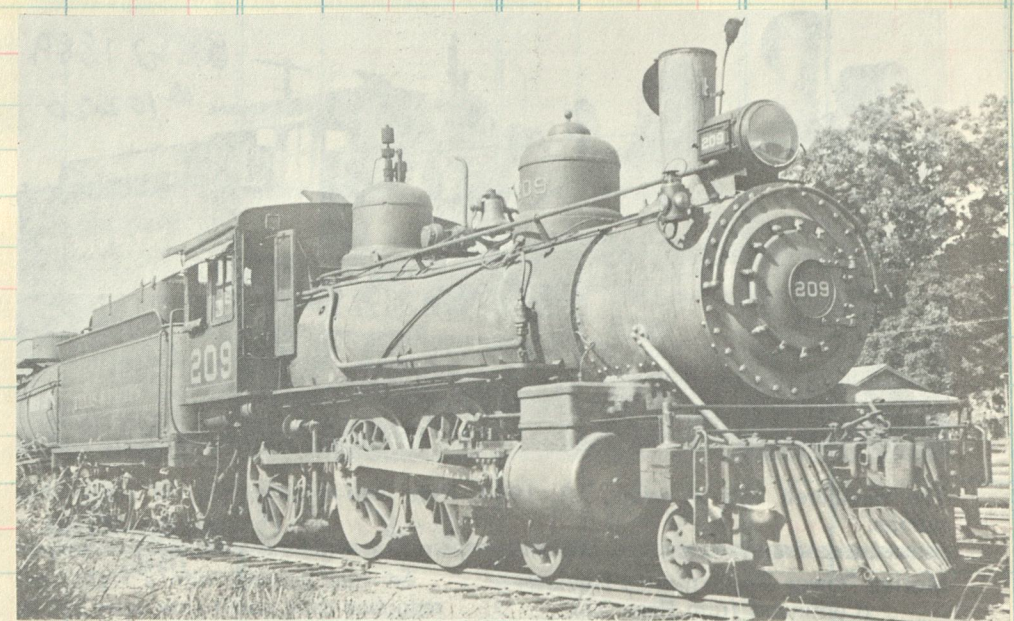
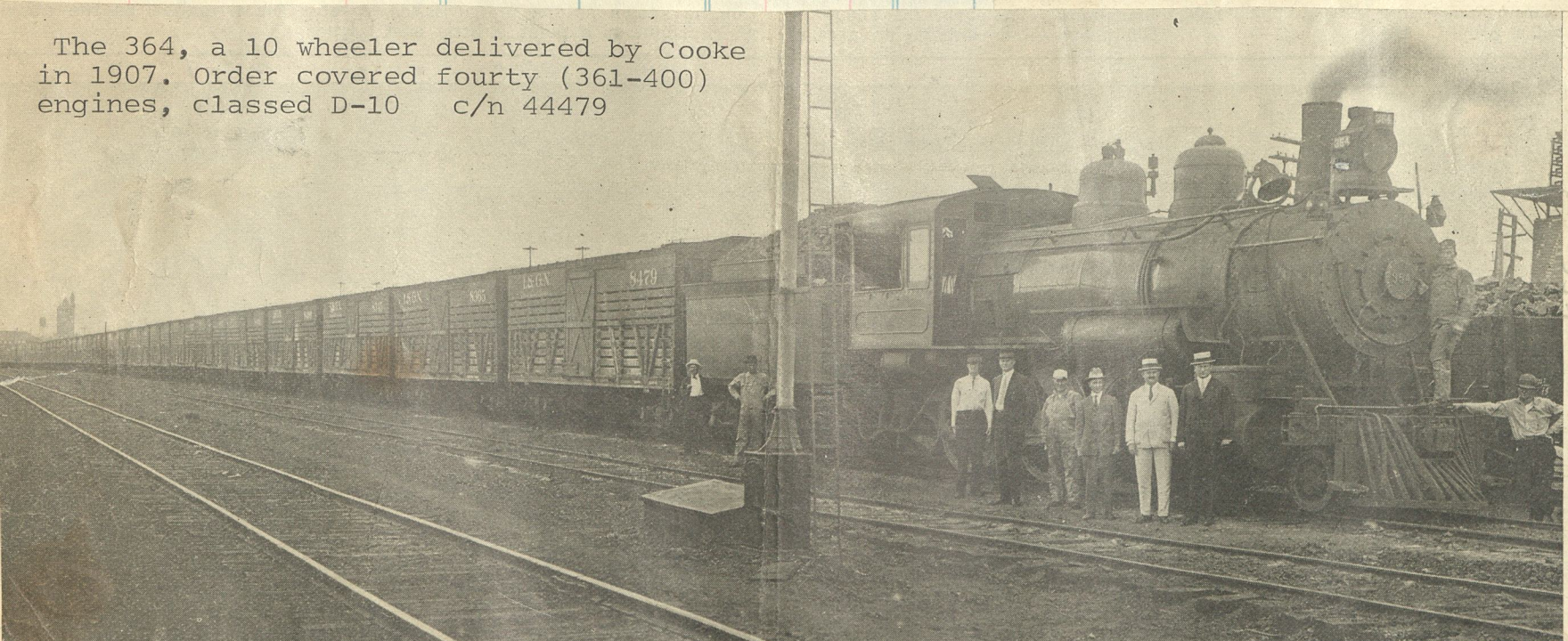
Engines the 314 (L) and the 270



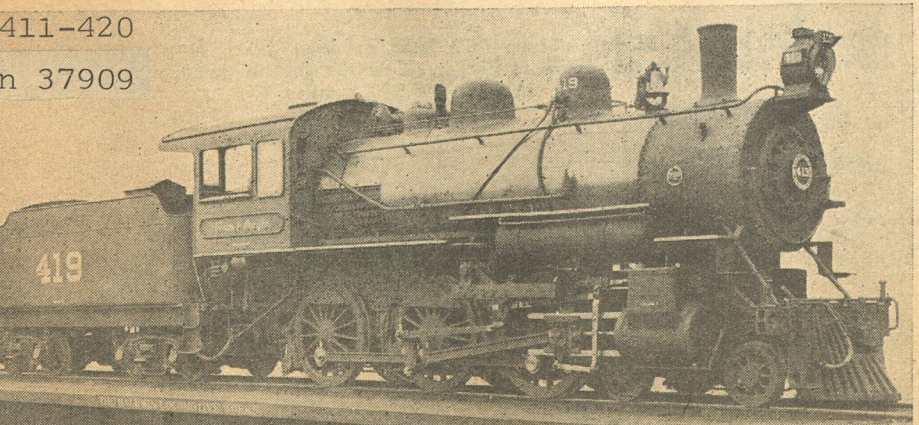
Eng 338, one of fifteen (324-338) Built by Cooke 1903 Class D-9 c/n 28494

Another special train, this one a consignment of grape juice, said to have been the biggest single shipment ever sent to Texas, 80,000 gallons, or enough to make average-sized drinks for 1,200,000 people. The train, with 37 cars, left the plant of Armour & Co., Westfield, N. Y., May 1, and reached Fort Worth, its destination, after a fine run, over the Texas & Pacific Railway. Cars were dropped here and there, leaving grape juice galore in its path.

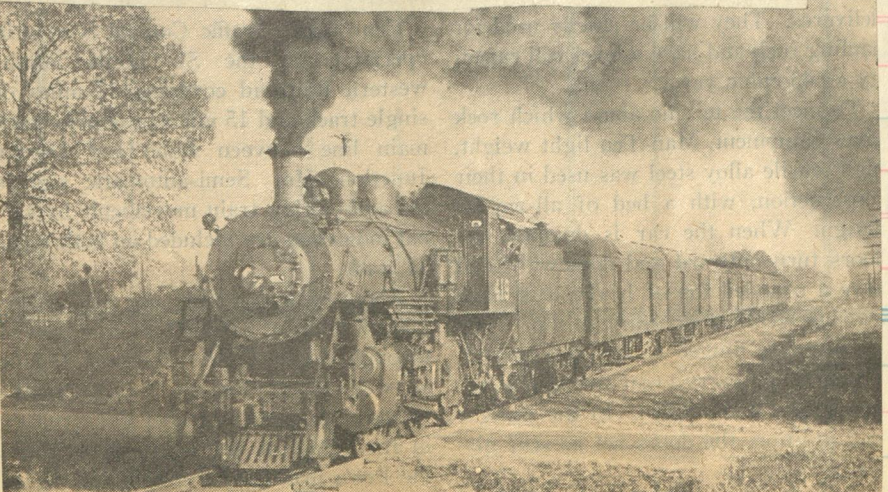
The 364, a 10 wheeler delivered by Cooke in 1907. Order covered fourty (361-400) engines, classed D-10 c/n 44479



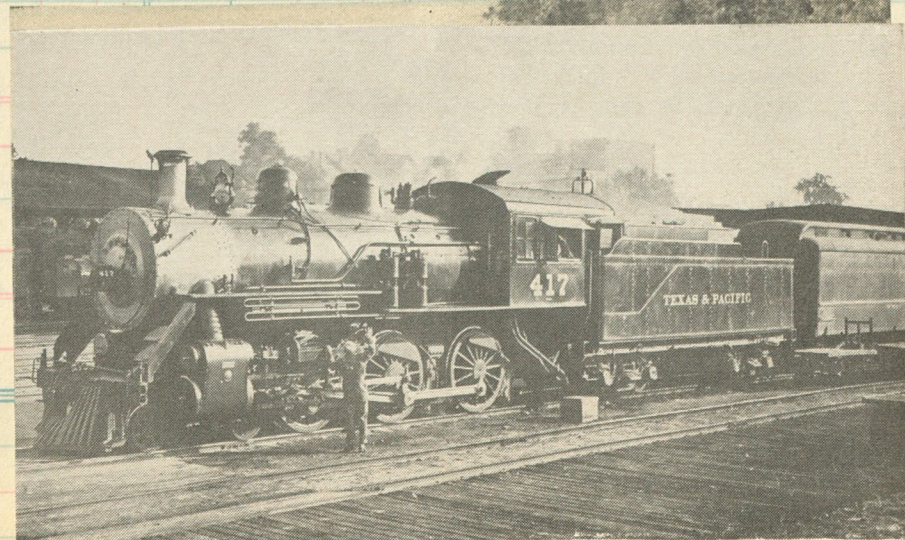
This is one of several trains of livestock, principally horses and mules, that have been operated out of Fort Worth within the last few days. This particular train consists of 25 cars of mules, 550 head, out of Fort Worth May 19, over the Texas & Pacific Railway, consigned to exporters in New Orleans. This train, like others, was handled on fast schedule to the Crescent



Ten-wheelers looked like this when delivered by Baldwin in 1912. Texas & Pacific appeared in script on cab panels

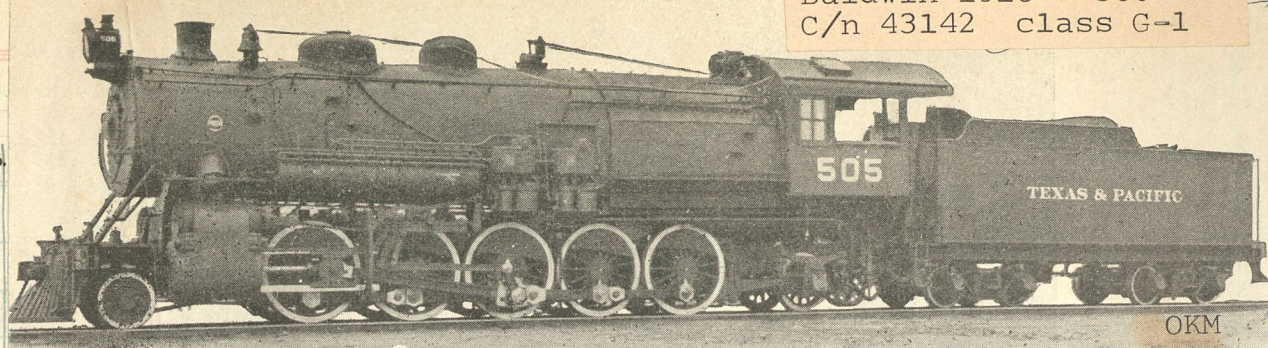


TEXAS & PACIFIC'S ENGINE 419 NEAR SHREVEPORT, LA.



"OILING 'ROUND" TEXAS & PACIFIC RAILROAD'S ENGINE 417 ON "THE SHREVEPORTER"

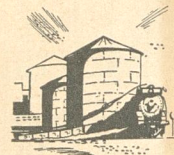
Baldwin 1916 500-505
C/n 43142 class G-1



Extra 523 rolls thru the depot at Ft Worth

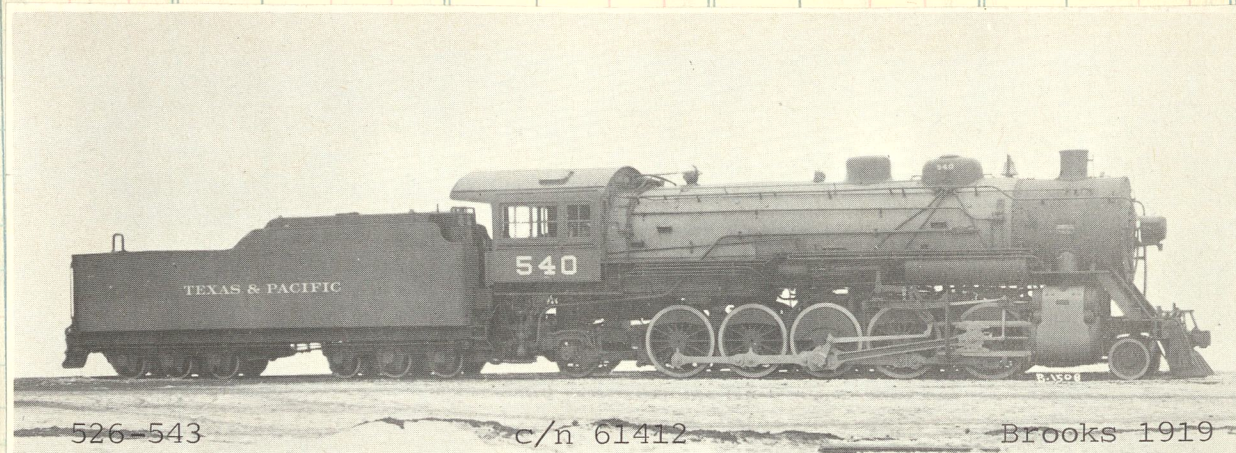
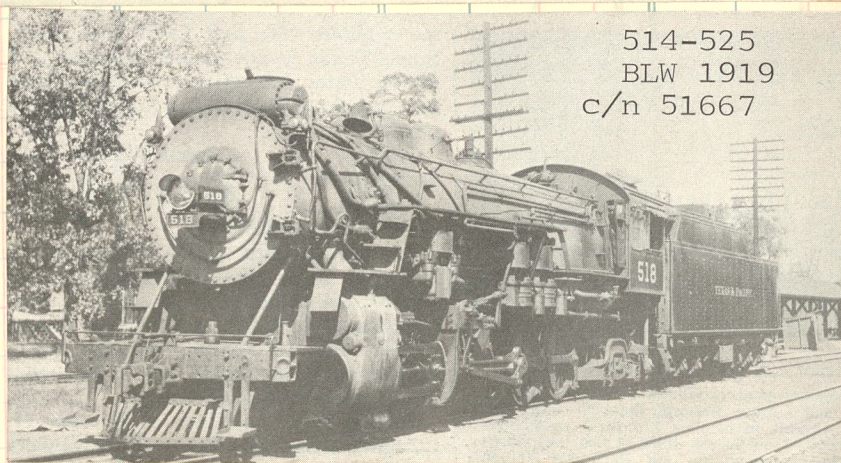


Clos. No. Sold Amount Clos. No.

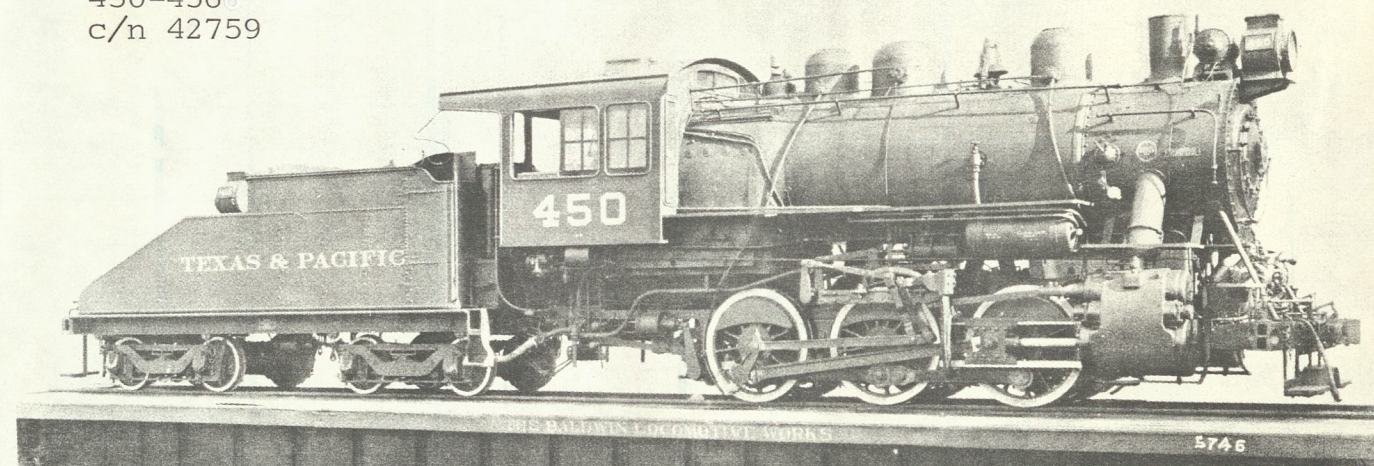


The Texas and Pacific normally keeps on hand a reserve supply of fuel oil sufficient to operate the railroad's motive power for 90 days.

514-525
BLW 1919
c/n 51667



450-456
c/n 42759



Texas & Pacific
21 x 28"

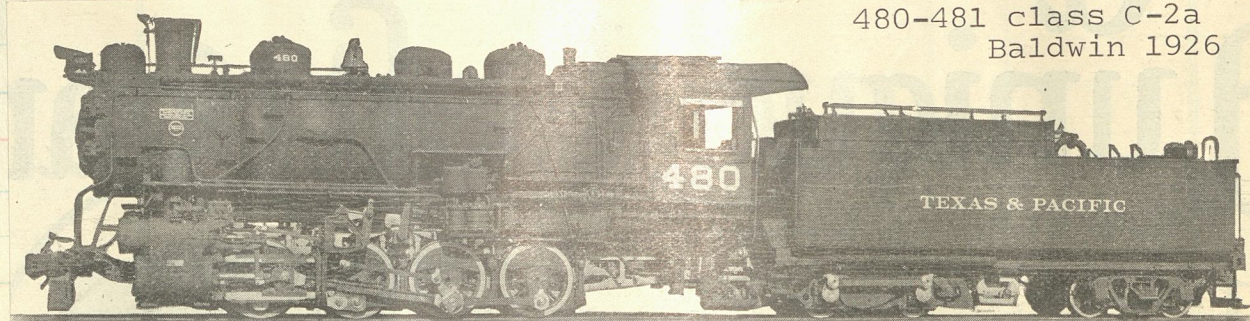
450
185 psi

0-6-0
57"

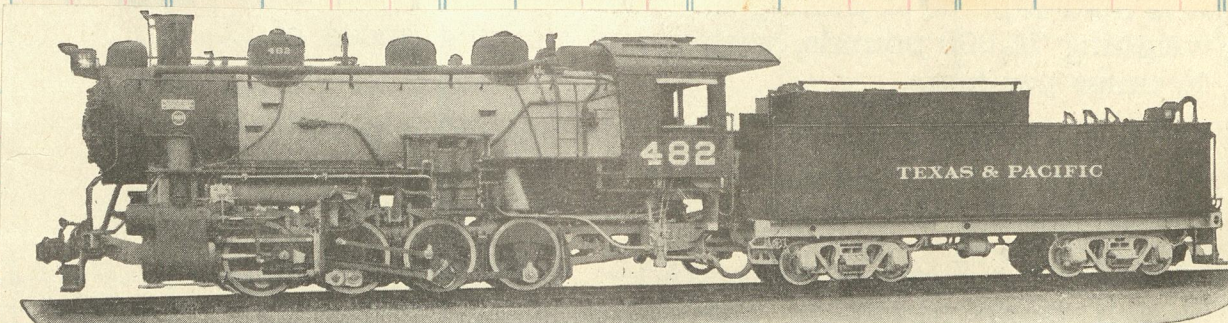
Baldwin
158,700 lbs.

1916
33,800 lbs.

480-481 class C-2a
Baldwin 1926



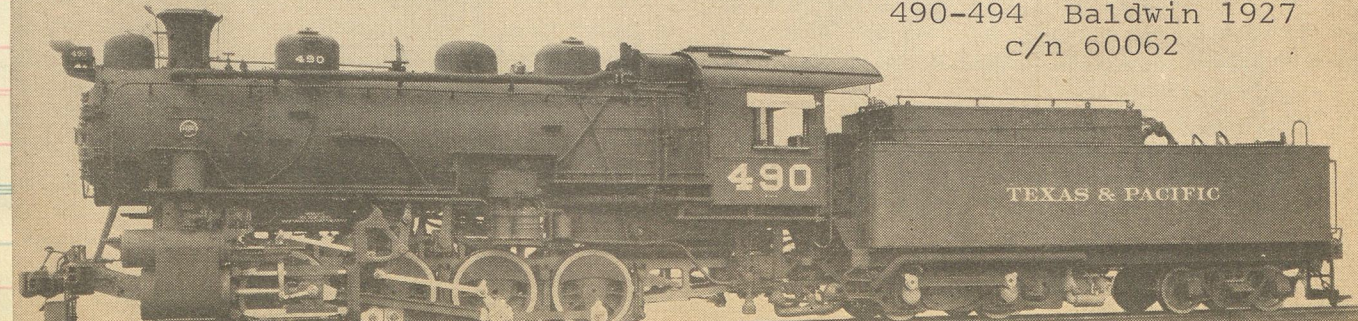
Construction No. 58,908



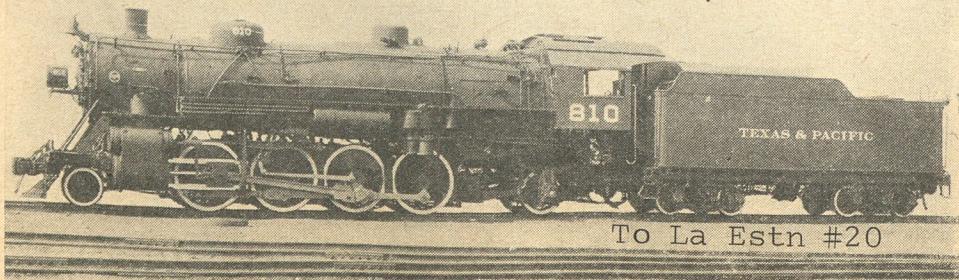
Construction No. 58,829

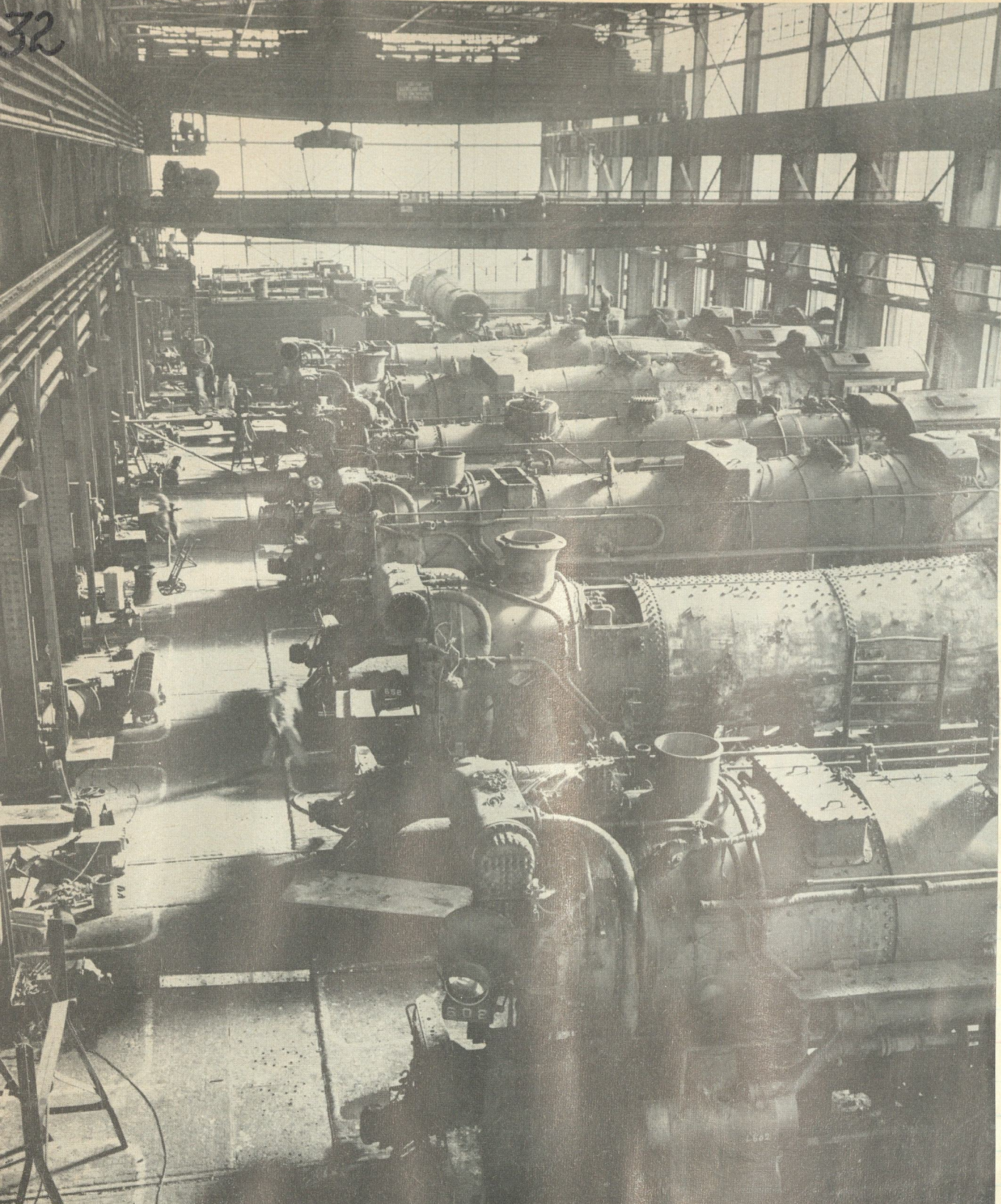
482-489 Class C-2
Baldwin 1925

490-494 Baldwin 1927
c/n 60062



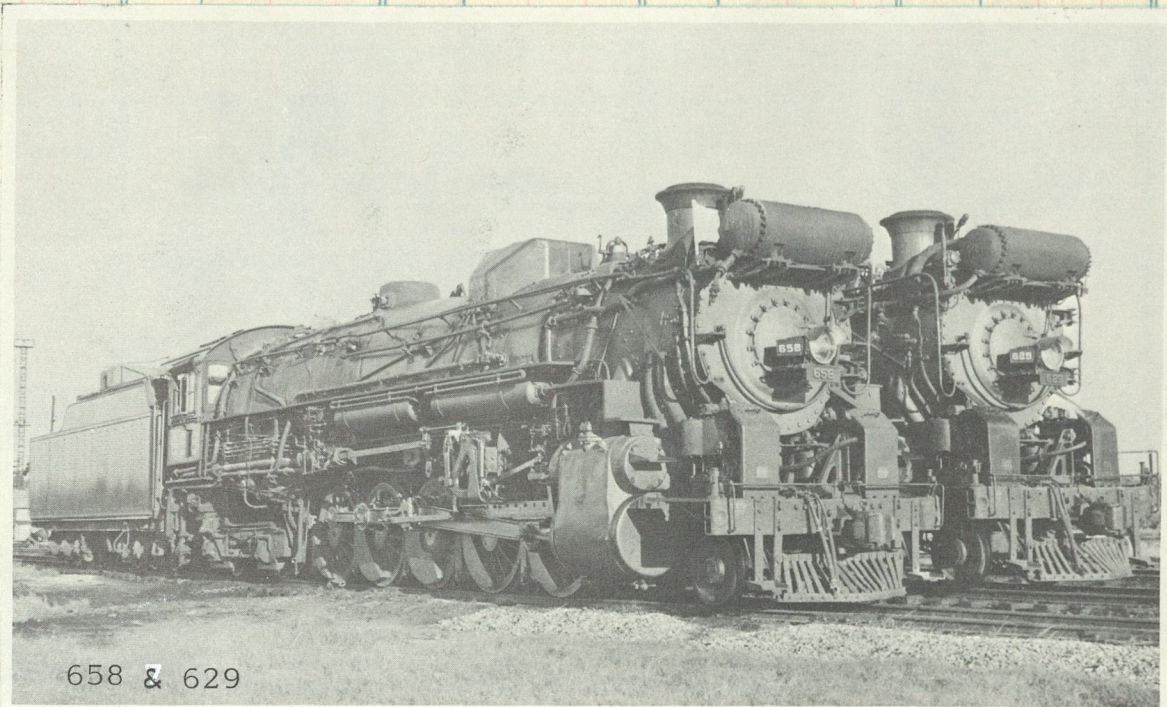
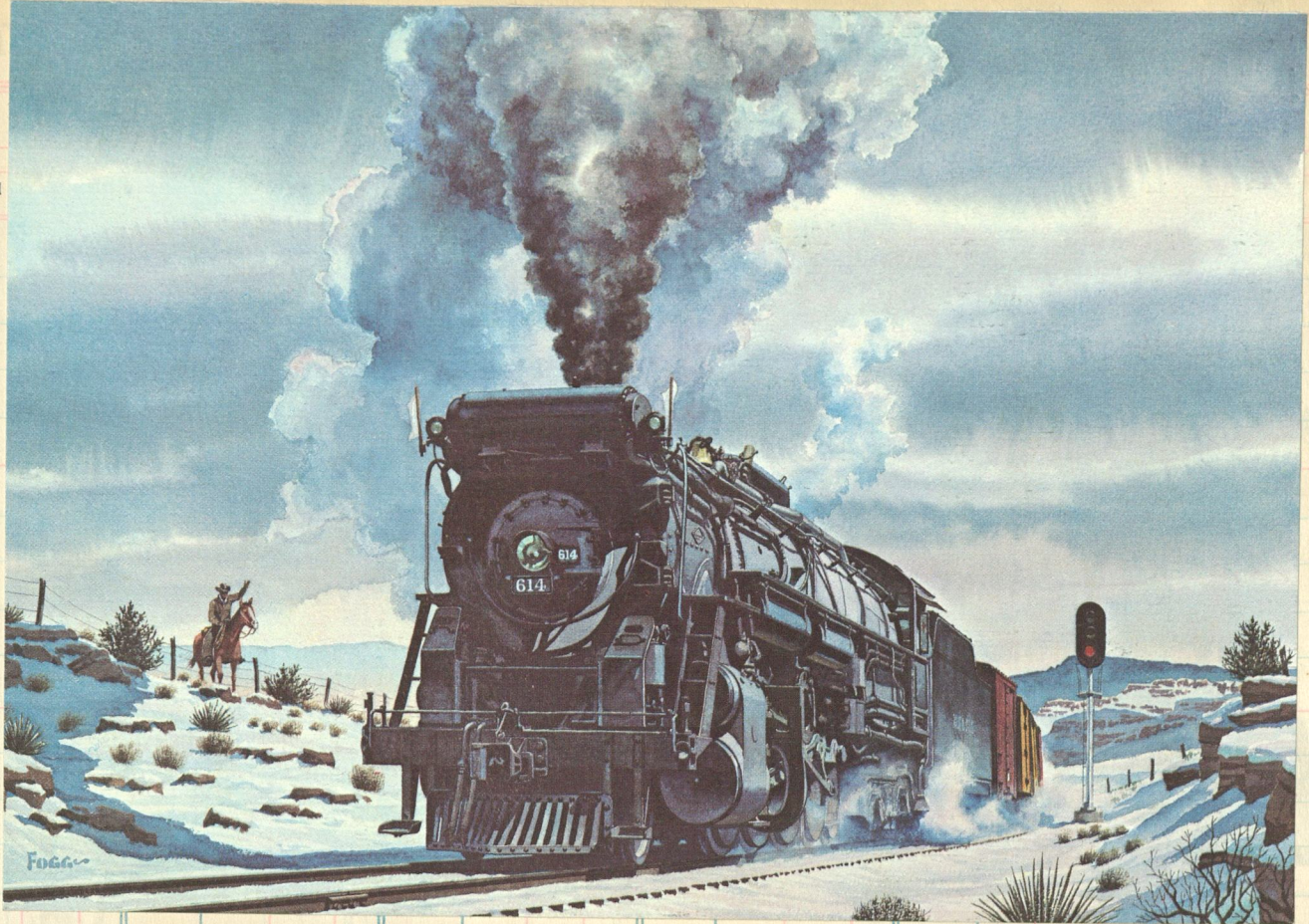
800-810 class H-2 Baldwin 1919 c/n 52144



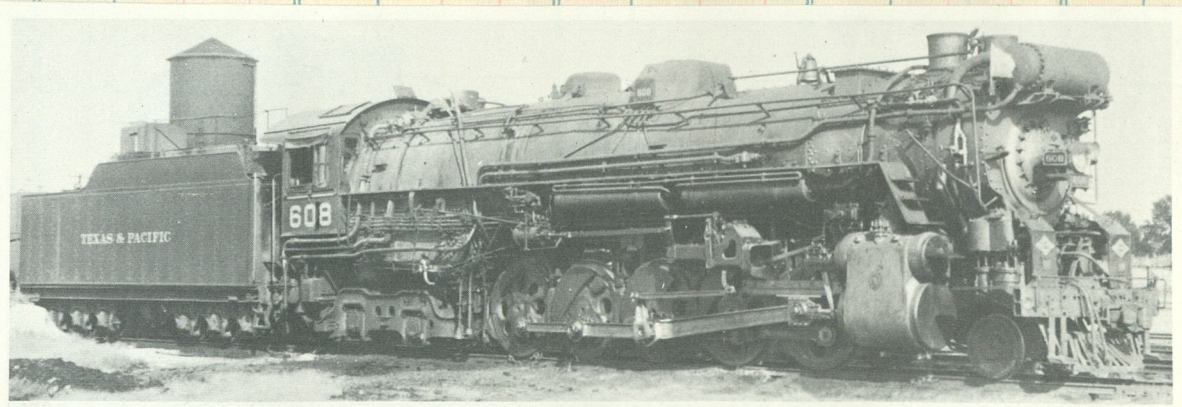
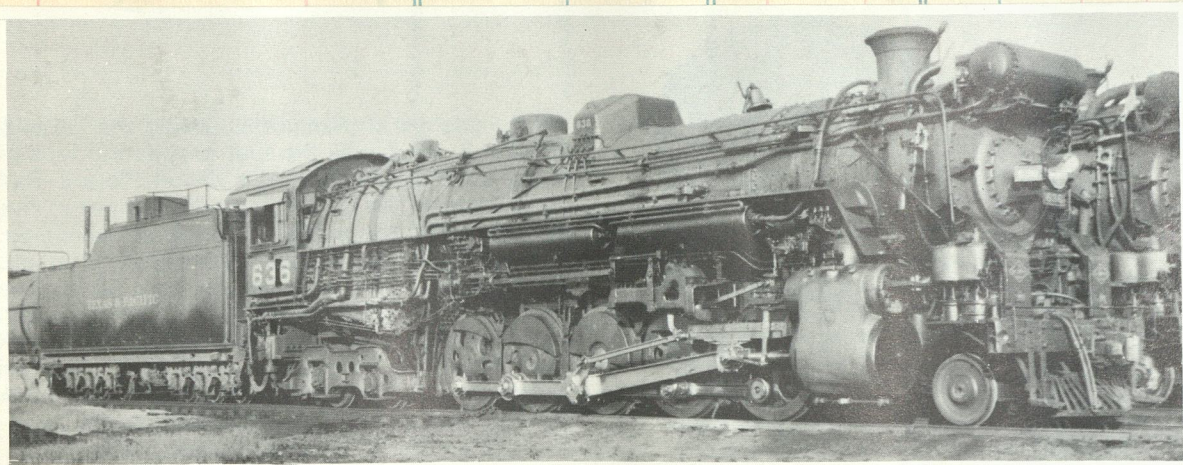


Lancaster Shops - Ft Worth

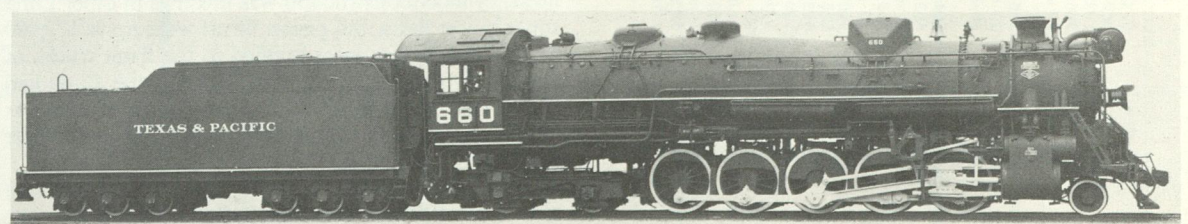
Robert Yarnall Ritchie, T&P Topics.



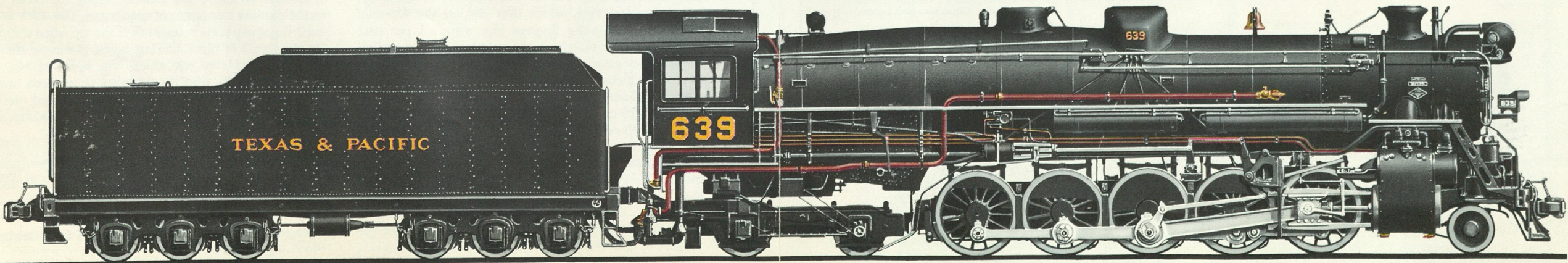
658 & 629



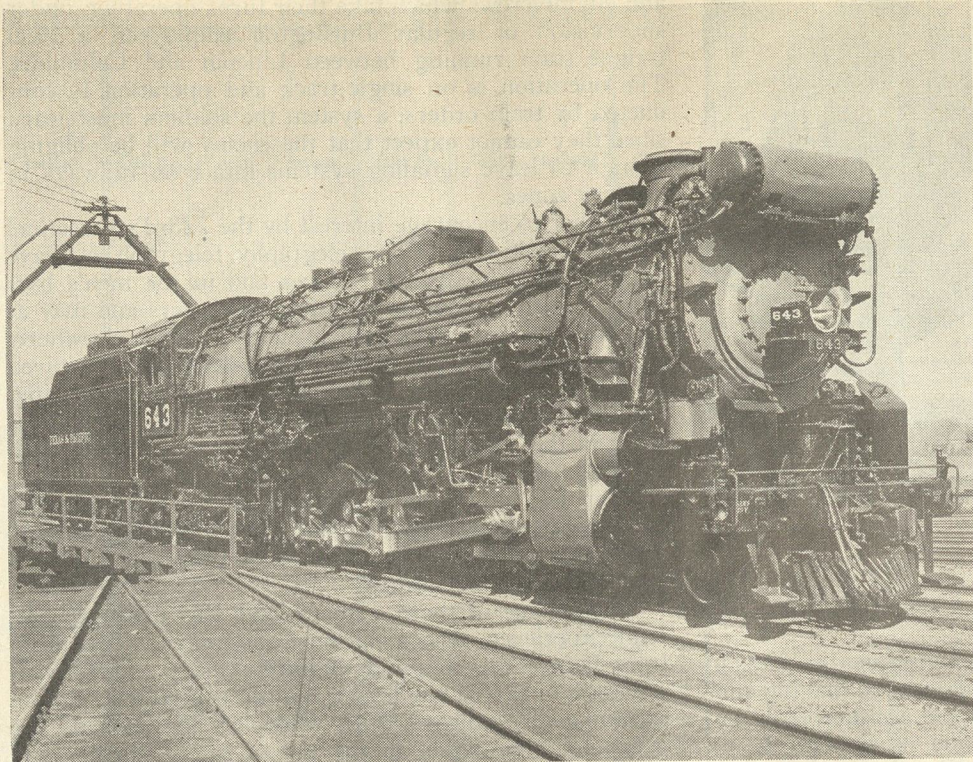
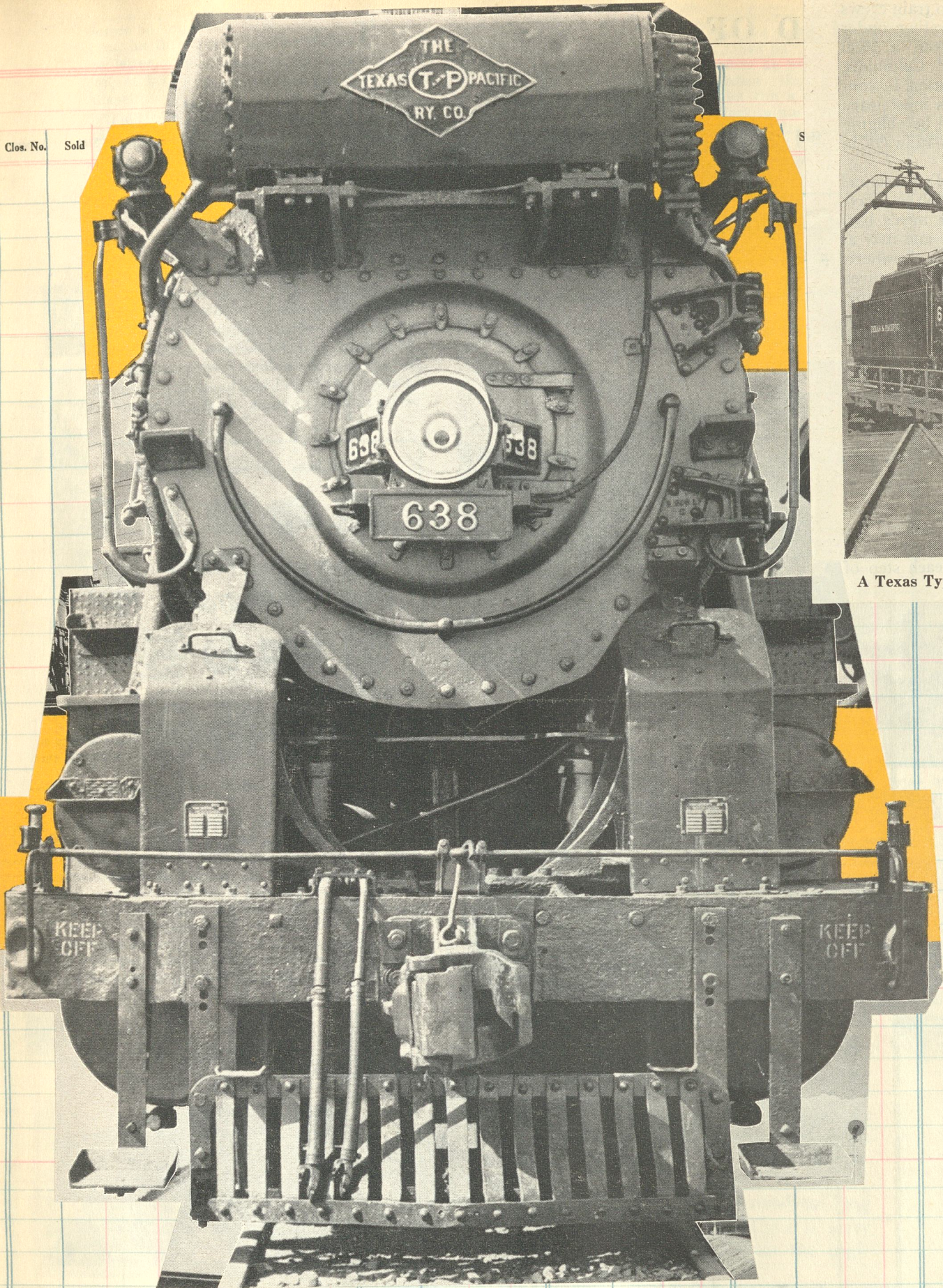
The TEXAS type Blt by Lima		
Road Nos	Const Nos	Date Built
600-609	6959-6968	Nov 1925
610-624	7237-7251	June 1927
625-639	7297-7311	Feb 1928
640-654	7314-7328	June 1928
655-669	7428-7442	Dec 1929



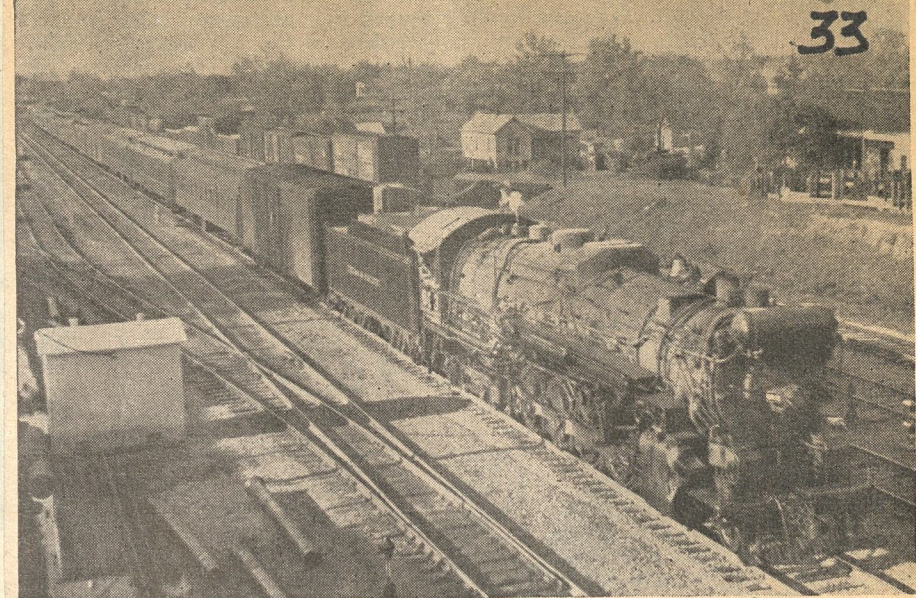
THE TEXAS TYPE



Clos. No. Sold

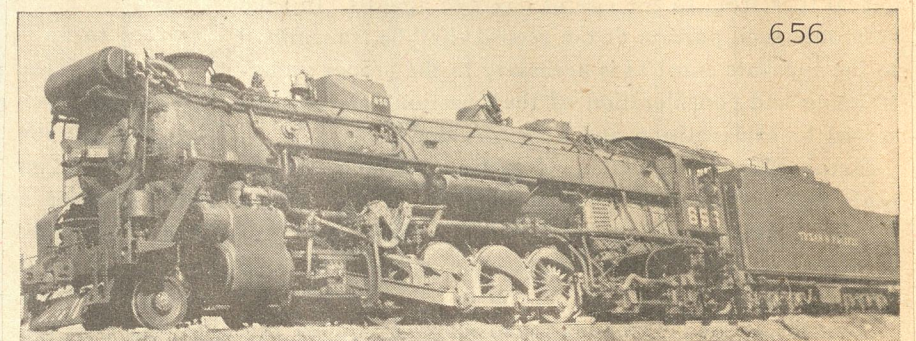


A Texas Type Locomotive on Both Freight and Passenger Trains Simplifies Operations



TEXAS & PACIFIC'S ENGINE 603 ENTERING MARSHALL, TEX.

Kit Robinson



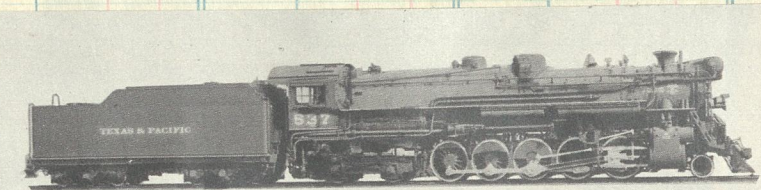
656

Wm. Sandifer

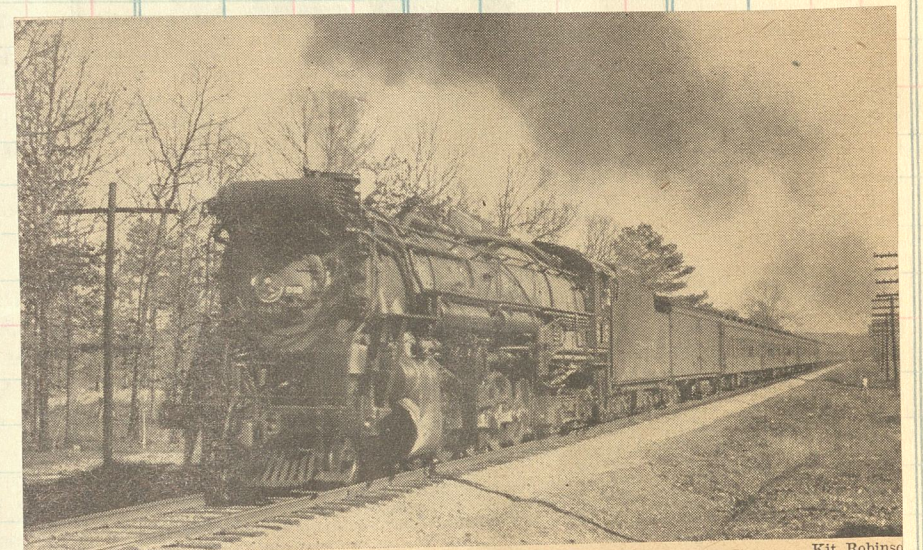


C. W. Witbeck.

The Lima-built I-class Texas type, heir of the A-1 2-8-4 demonstrator of 1925, stands without an equal as the greatest single physical improvement Texas & Pacific ever effected.



Texas type, 2-10-4, built by Lima for The Texas & Pacific Ry. Co.



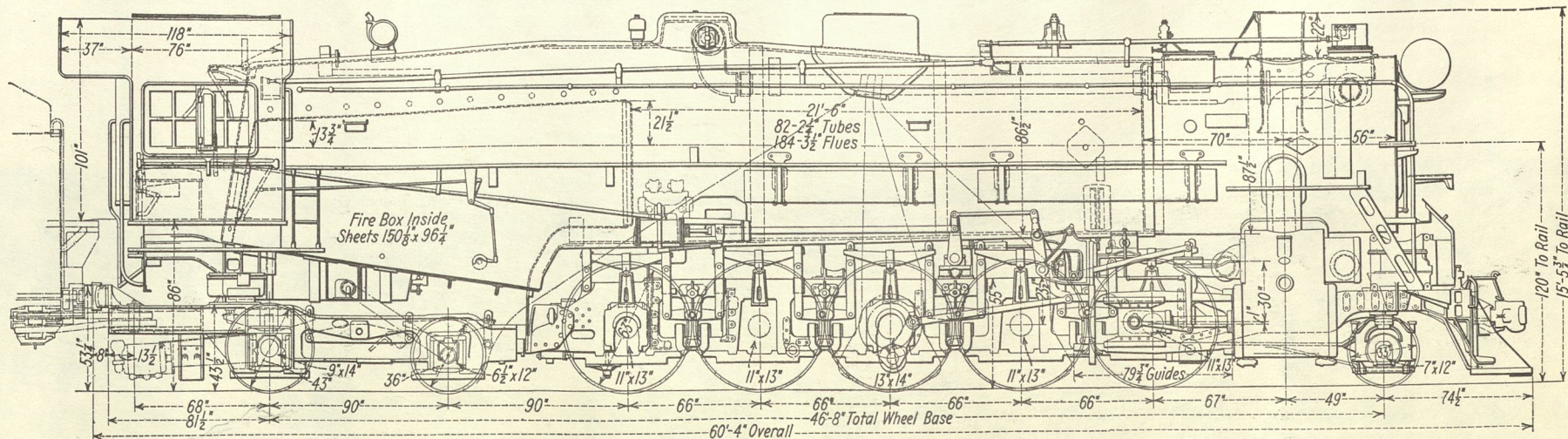
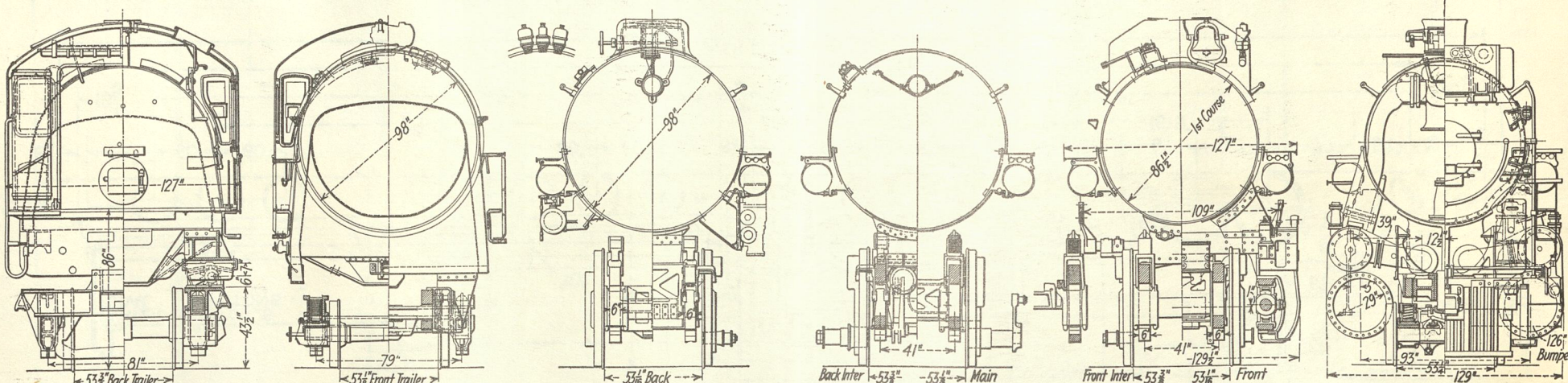
TEXAS & PACIFIC ENGINE 645 PULLING PASSENGER UPGRADE FROM REISOR, LA

Kit Robinson

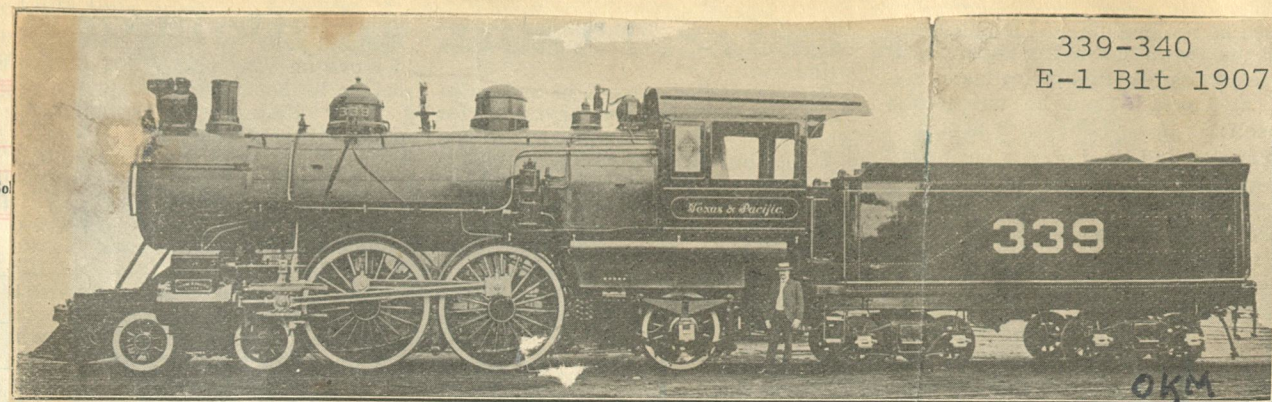
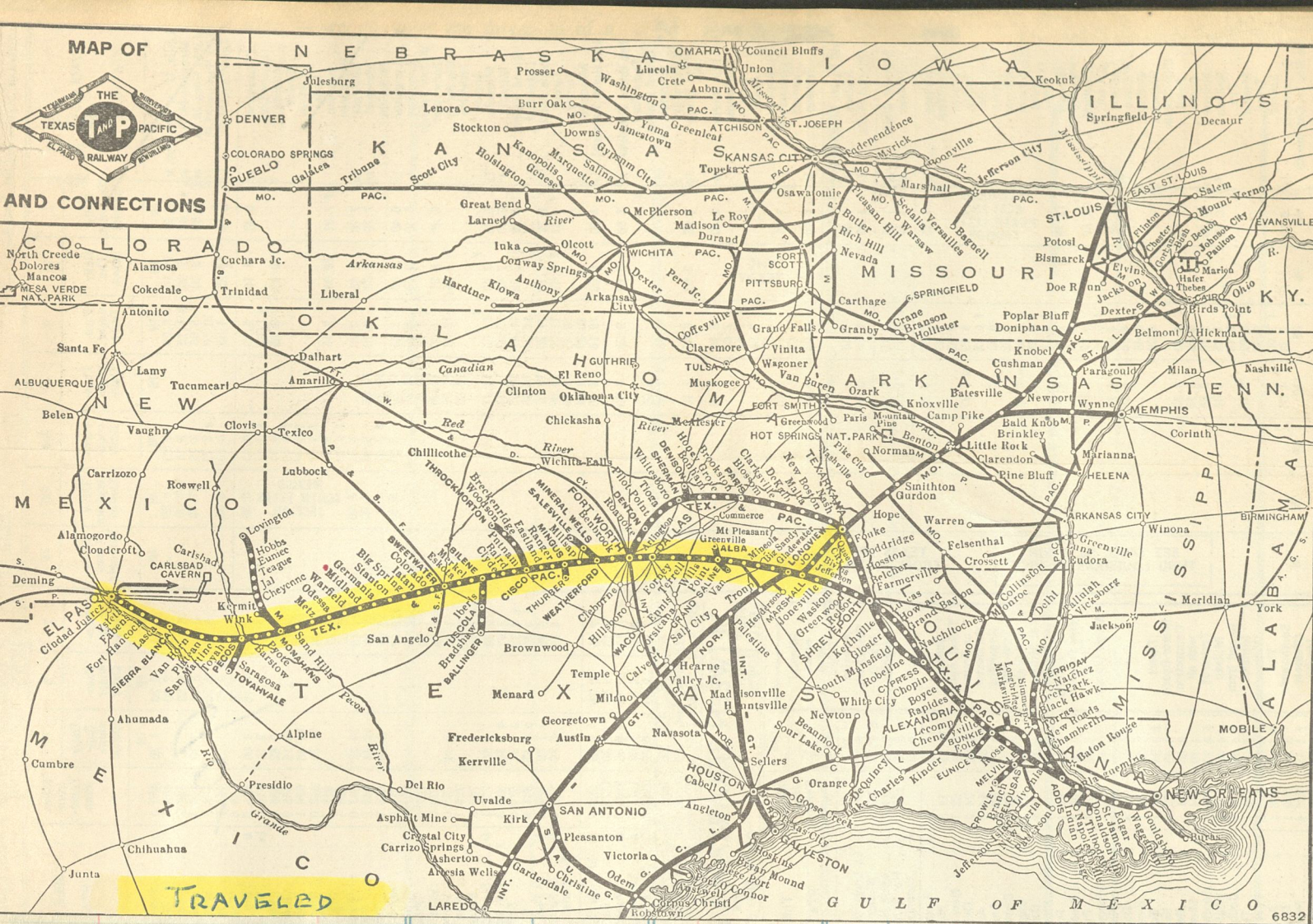


George Roush.

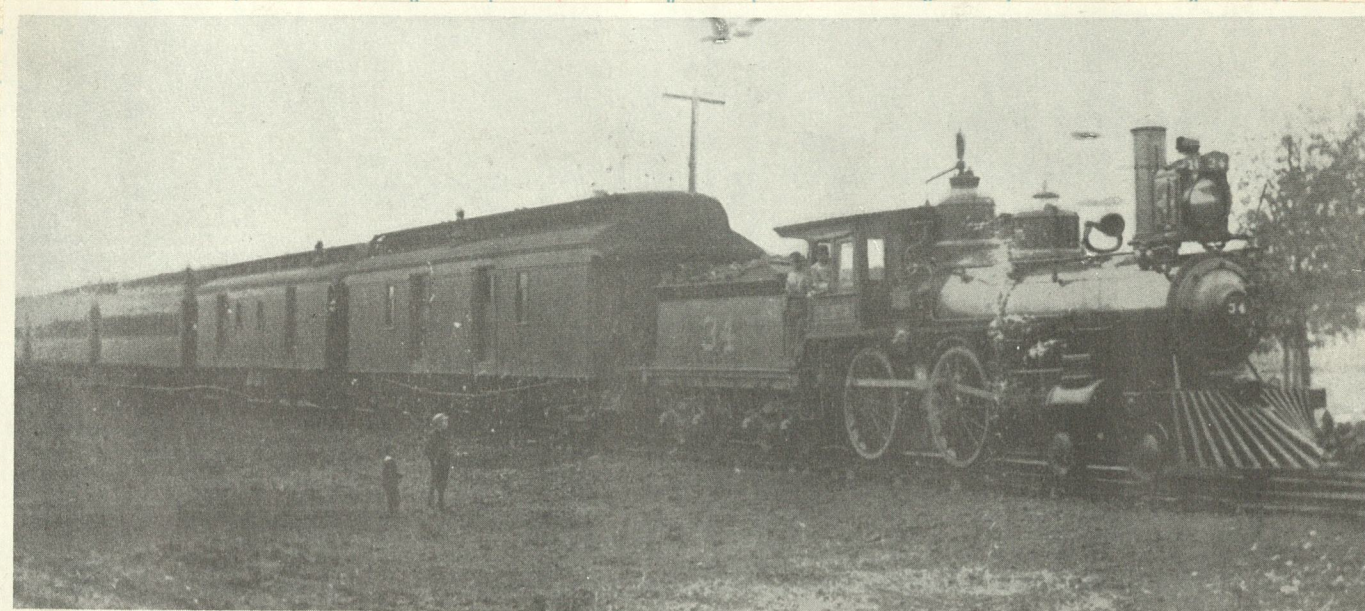
Texas type No. 655 literally throws her oil smoke sky high as she leaves Dallas with 70 cars and climbs through Urbandale at 20 miles an hour.



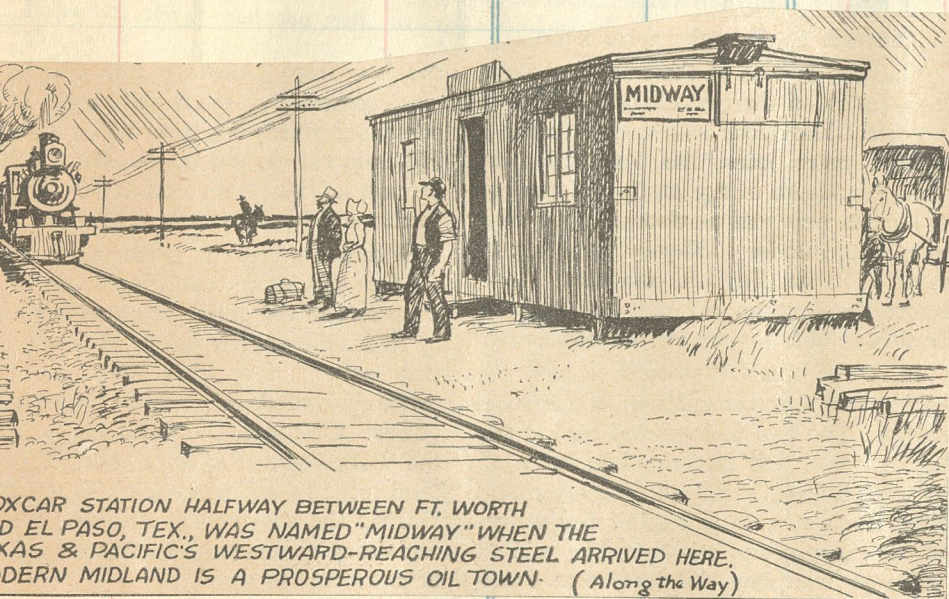
Texas & Pacific freight locomotive No. 600, equipped with four-wheel trailing truck, trailer booster, limited cut-off and syphons. Built by the Lima Locomotive Works in 1925.



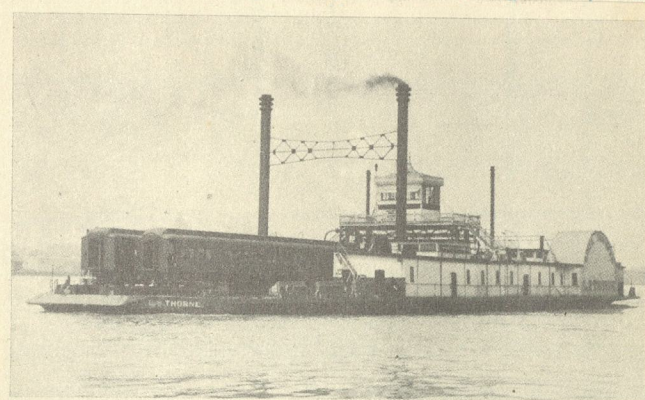
T. & P. Locomotive No. 339, now on fast mail run on Eastern Division. This engine, with its sister locomotive, is a product of the Marshall (Texas) Shops, where every part of the giant of the rails was built.



TEXAS & PACIFIC'S ENGINE 34 is admired by small fry as she heads a string of varnish at Lawrence Siding, Texas, in 1888. The 4-4-0, bearing Pittsburgh's Shop No. 357, was built in 1876.



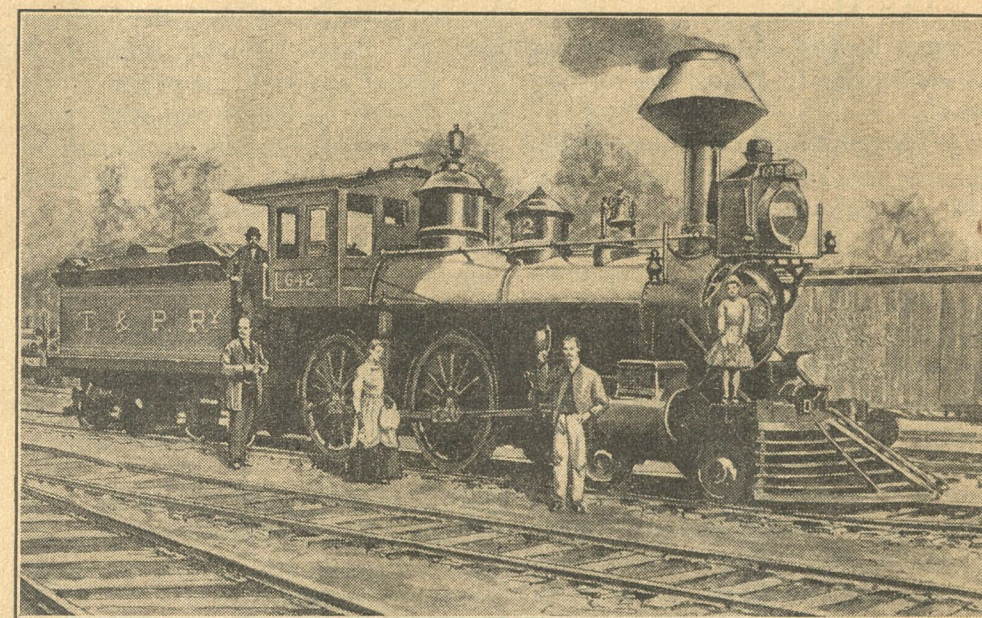
STATION HALFWAY BETWEEN FT. WORTH AND EL PASO, TEX., WAS NAMED "MIDWAY" WHEN THE TEXAS & PACIFIC'S WESTWARD-REACHING STEEL ARRIVED HERE. MODERN MIDLAND IS A PROSPEROUS OIL TOWN. (Along the Way)



Courtesy Baldwin Locomotive Works.

A TRAIN AFLOAT

Train ferry of the Texas & Pacific Railroad floating a passenger train across the Mississippi River at New Orleans.



Engine Still in Quicksand After 65 Years

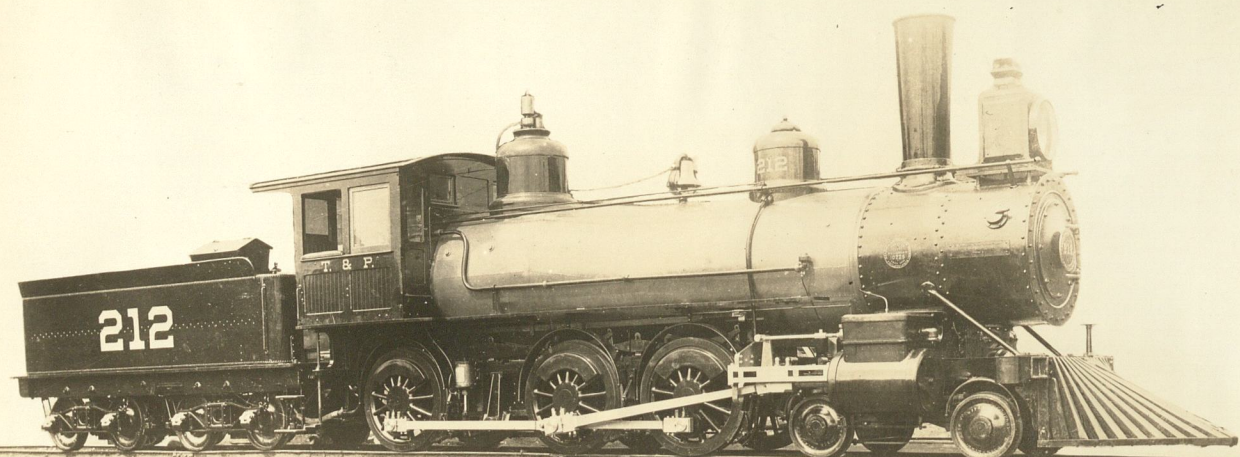
On the Morning of March 15th, 1885, Texas & Pacific No. 642, Pulling Eastbound Passenger Train 304, Plunged Down Arlington Hill at Village Creek, Texas, 9 Miles East of Fort Worth, Through a Trestle Weakened by Heavy Rains, Killing Fireman J. G. Habeck and Injuring 5 Other Members of the Crew, Including Engr. Lyman S. Roach. Three Cars also Fell Through the Bridge. The Engine Was Buried Under Water and Quicksand; She Has Not Been Seen Since. Her Smokestack Was Found 4 Years Ago. The Bridge, 130 Feet Long, Stood 16 Feet Above the 12-Foot-Deep Creek. Photo Shows (Left to Right) the Ground: Engr. Roach, His Wife; and John Rains, Regular Fireman, Who Was Off Duty the Day of the Wreck; John Nichols, Relief Engineer, on the Gangway; and Leila Roach, on the Pilot-Beam, Daughter of Mr. and Mrs. Roach and Now the Wife of W. A. Smith, Retired T&P Engineer, 608 Main St., Texarkana, Texas, Who Loaned Us the Original of This Rare Old Photo



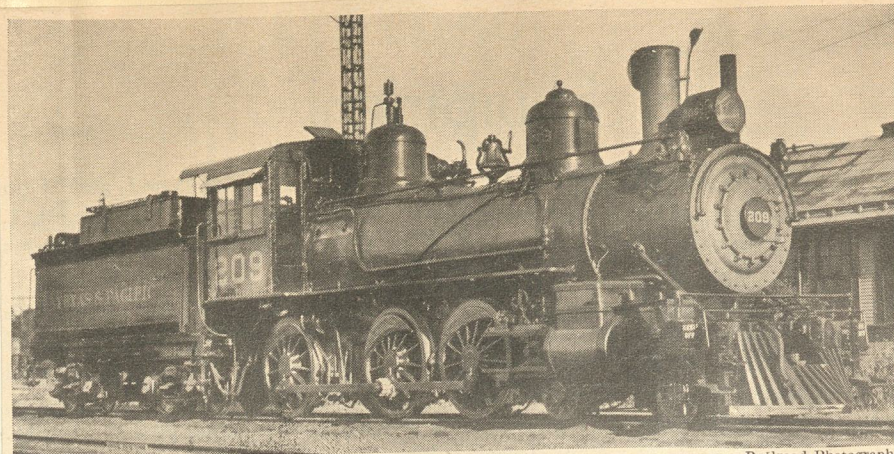
JUST MINUTES AFTER THE ACCIDENT and before any changes had taken place, a local photographer snapped this shot near Shreveport, La. Although the explosion stopped the engine dead, the tender was thrown ahead, and the momentum of the freight cars crushed the engine's cab, killing the crew. The accident occurred on the Texas & Pacific road on Aug. 19, 1927.

Interior of one of the Spanish mission lounge cars placed in service on the Sunshine Special in 1933, looking toward the soda fountain and "game" room. No finer equipment was ever in service on any railroad, in any land.

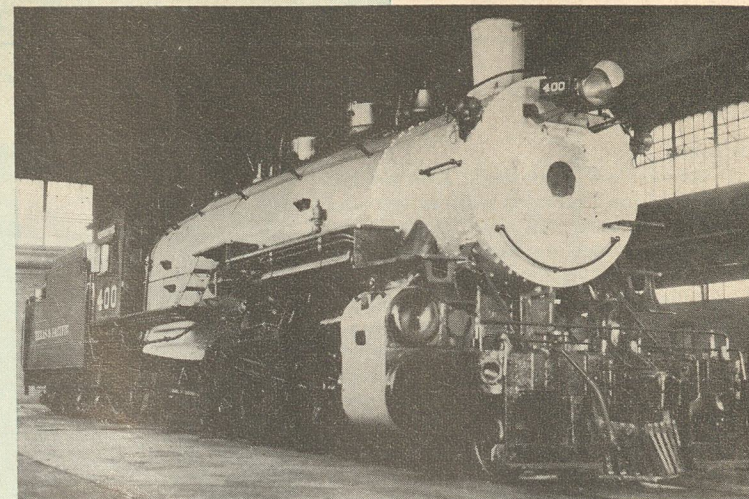




Baldwin delivered twenty five of these 'tugboats' in 1889. With the rear pair of drivers directly under the cab such engines rode like a springless wagon, and, to engine crews they were "gutbusters". Classed D-5 and numbered 189-213. The 201 lasted until 1938.



SHIPPED AND READY FOR SERVICE
Locomotive 209 of the Texas & Pacific, a light oil burner, had just come out of the shop when photographed at Shreveport, La.

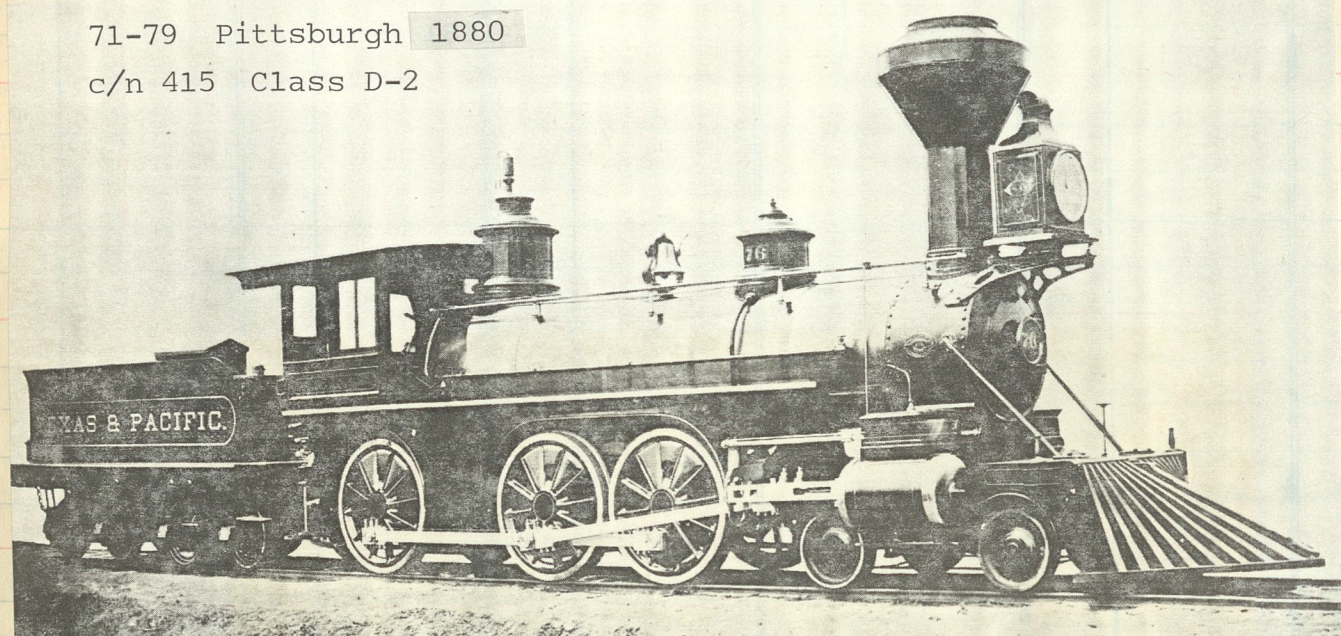


All photos, Harold K. Vollrath.

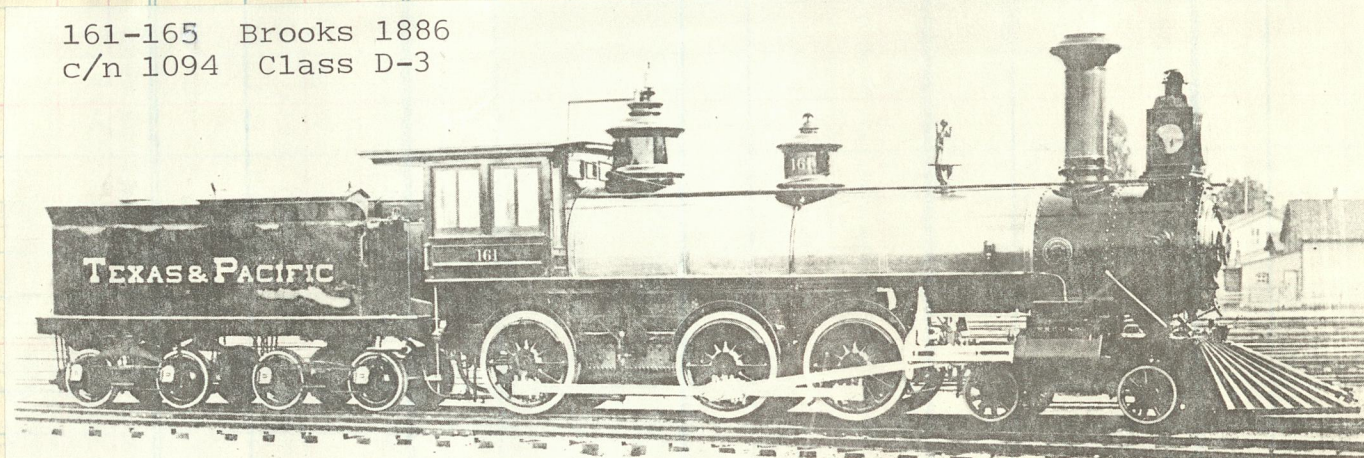
Ready

IN MAY 1957 dieselized Texas & Pacific borrowed steam from Ft. Worth & Denver. Floodwaters of Red River had inundated track in Louisiana [October 1957 TRAINS], killing traction motors. To avoid recurrence, T&P bought 2-8-2 410 from FW&D, kept her ready — as 400 — at Marshall, Tex.

71-79 Pittsburgh 1880
c/n 415 Class D-2

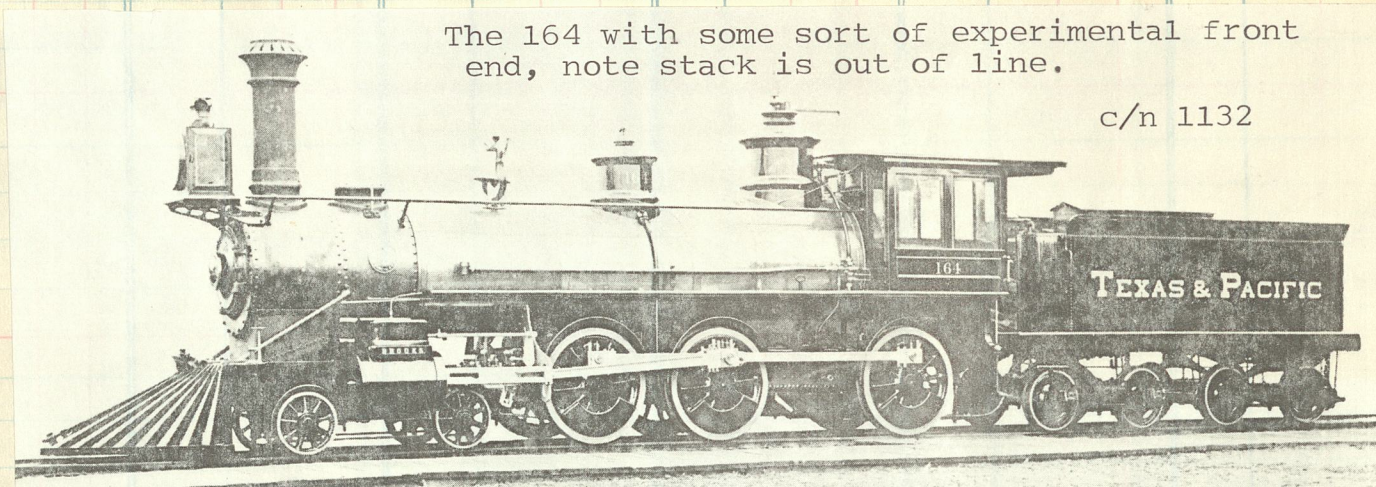


161-165 Brooks 1886
c/n 1094 Class D-3

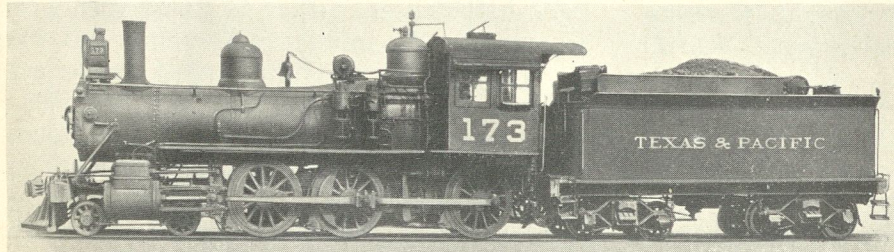


The 164 with some sort of experimental front end, note stack is out of line.

c/n 1132

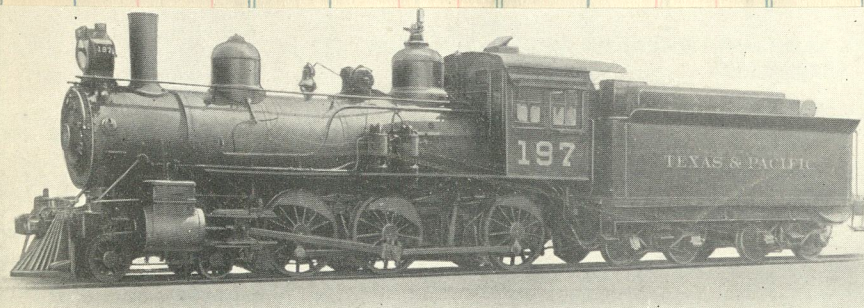


170-173 Blt by Rome (NYLW) 1886 c/n 207 Class D-4



Cylinders	18" x 24"
Drivers, diam.	57"
Steam pressure	150 lb.
Grate area	16.7 sq. ft.
Heating surface	1385 sq. ft.
Weight on drivers	73,000 lb.
" total engine	97,000 lb.
Tractive force	17,400 lb.

189-213 c/n 10202

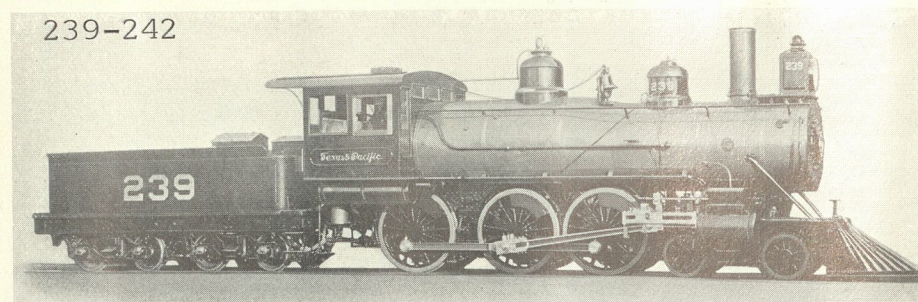


Cylinders	19" x 24"
Drivers, diam.	57"
Steam pressure	150 lb.
Grate area	17 sq. ft.
Heating surface	1745 sq. ft.
Weight on drivers	90,500 lb.
" total engine	121,000 lb.
Tractive force	19,400 lb.

One of the "Dollar Wheel Baldwins" org blt with 50" dvs.

Ten-wheeled Locomotive, Class D-5, Originally Built by The Baldwin Locomotive Works in 1889, as Subsequently Rebuilt with Larger Driving Wheels

239-242

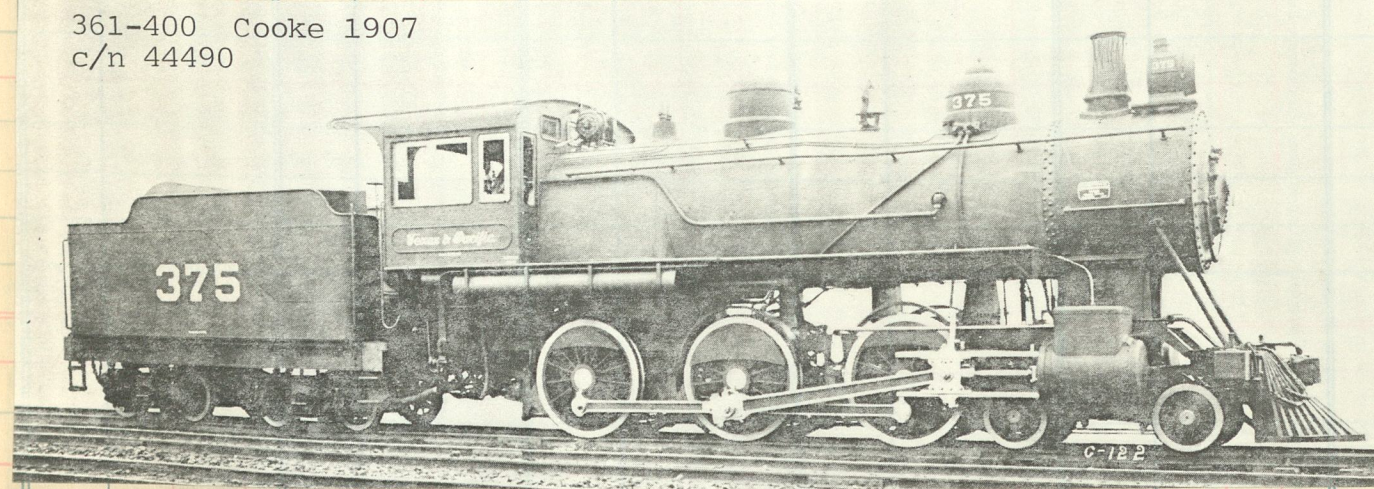


c/n 15622

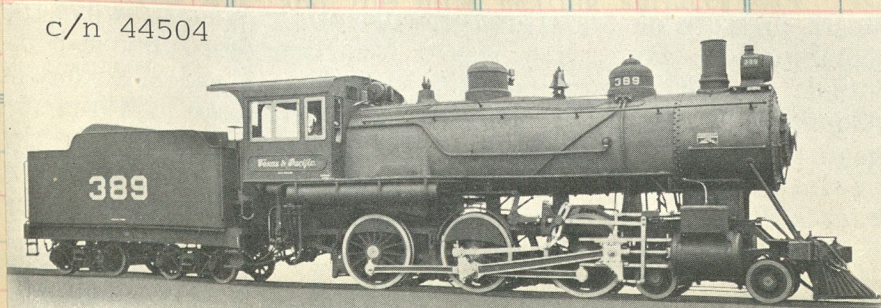
Cylinders	19" x 26"
Drivers, diam.	67"
Steam pressure	190 lb.
Grate area	31 sq. ft.
Heating surface	2159 sq. ft.
Weight on drivers	118,000 lb.
" total engine	153,000 lb.
Tractive force	22,600 lb.

Ten-wheeled Locomotive, Class D-7, Built by The Baldwin Locomotive Works, 1898

361-400 Cooke 1907
c/n 44490



c/n 44504

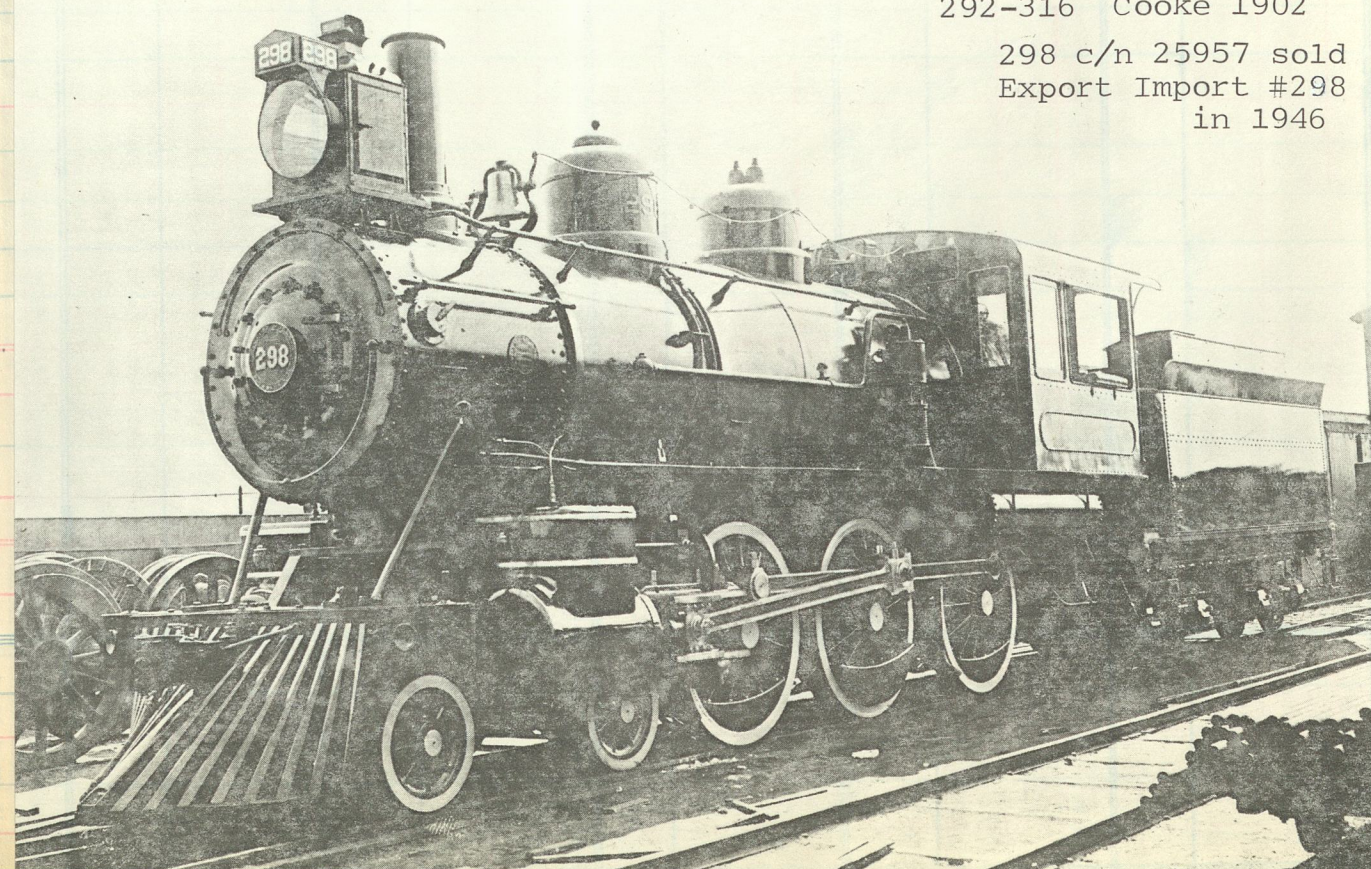


Cylinders	22" x 28"
Drivers, diam.	63"
Steam pressure	210 lb.
Grate area	46.3 sq. ft.
Heating surface	2931 sq. ft.
Weight on drivers	167,500 lb.
" total engine	203,040 lb.
Tractive force	38,400 lb.

Subsequently rebuilt with 24" cylinders and superheater (Class D-10-S). Tractive force, 40,250 lb.

292-316 Cooke 1902

298 c/n 25957 sold
Export Import #298
in 1946





A Picturesque View in the Brazos River Valley, About Fifty Miles West of Fort Worth, on the Main Line of the Texas and Pacific Railway



Climbing the Baird incline



Lucius Beebe photograph

83

HEADED FOR FAR HORIZONS

The West Texas Section of the Texas and Pacific's Sunshine Limited pulls out of Fort Worth on the El Paso run in a cloud of steam exhaust as the hogger notches back his throttle and adjusts his Johnson bar for the first leg of the long pull across the desert wastes of the Lone Star State.

Rio Grande Division



A Typical Piece of Main Line Track in the Brazos River Valley

at Dallas

3 FAMOUS TRAINS

Clos. No.



C. M. Clegg

No. 2—Daily—*Sunshine Special*—California, West and North Texas Section
Sleeping Cars—Los Angeles to St. Louis—Section Compartment Drawing room (via El Paso, Fort Worth and Dallas) (on SP No. 6, Los Angeles to El Paso).
El Paso to St. Louis—Section Drawing room.
Fort Worth to St. Louis—Section Bedroom.
De Luxe Lounge Club Car—El Paso to St. Louis (Radio Entertainment, Soda Fountain, Valet Service, Shower Baths, etc.)
Dining Car—Serving all meals.
De Luxe Chair Cars—El Paso to St. Louis.
Coaches—El Paso to St. Louis.

SUNSHINE SPECIAL, NORTH TEXAS SECTION

Hitting its stride near Arlington Downs on the speedway between Fort Worth and Dallas, the Texas and Pacific's No. 2 behind a slightly 900 Class Mountain engine heads for the east and north on the run that will bring it into St. Louis the next morning. Manpower shortage or none, the T. & P.'s motive power has never been anything but magnificently cared for as is attested by No. 902's burnished cylinder heads, polished light-weight rod assembly, and generally sleek and prosperous appearance.

No. 15—Daily—

The Texan

Sleeping Cars—St. Louis to Fort Worth—Section Compartment Drawing room.
Memphis to Fort Worth—Section Drawing room.
St. Louis to Houston—Section Compartment Drawing room*
New Orleans to Fort Worth—Section Drawing room Lounge (on No. 23, New Orleans to Marshall).
Shreveport to Fort Worth—Section Drawing room (on No. 23, Shreveport to Marshall) (open for occupancy 9:00 p. m.)
Buffet Coach—New Orleans to Fort Worth (on No. 23, New Orleans to Marshall).
De Luxe Coach—St. Louis to Fort Worth.
Coaches—St. Louis to Houston.*
Memphis to Little Rock.

No. 6-26—Daily—LOUISIANA LIMITED

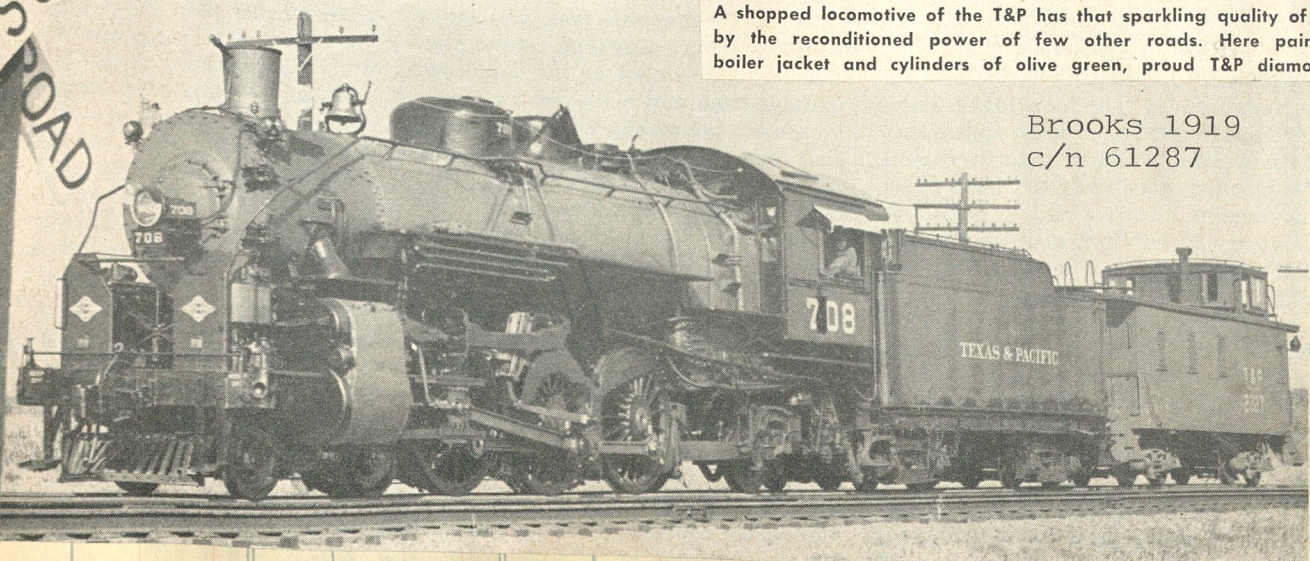
Sleeping Cars—Fort Worth to New Orleans—Section Buffet Lounge (May be occupied New Orleans until 8:00 a. m.) [269]
Fort Worth to New Orleans—Section Drawing Room [261]
El Paso to New Orleans—Section Drawing room (on No. 9 El Paso to Fort Worth) (May be occupied New Orleans until 8:00 a. m.) [267]
Shreveport to New Orleans—Section Drawing Room (open Shreveport 9:30 P.M. and may be occupied New Orleans until 8:00 A.M.) [268]
Alexandria to New Orleans—Section Drawing Room (open Alexandria 10:30 P.M. and may be occupied New Orleans until 8:00 A.M.) [260]
Lounge Car Service—Fort Worth to New Orleans (Buffet Service into New Orleans)
Dining Car—Fort Worth to Alexandria.
Coaches—Fort Worth to New Orleans.



Louisiana Limited

A shopped locomotive of the T&P has that sparkling quality of mechanical excellence achieved by the reconditioned power of few other roads. Here painted No. 708 rolls forth with boiler jacket and cylinders of olive green, proud T&P diamonds on her air pump shields.

Brooks 1919
c/n 61287



New Service to California

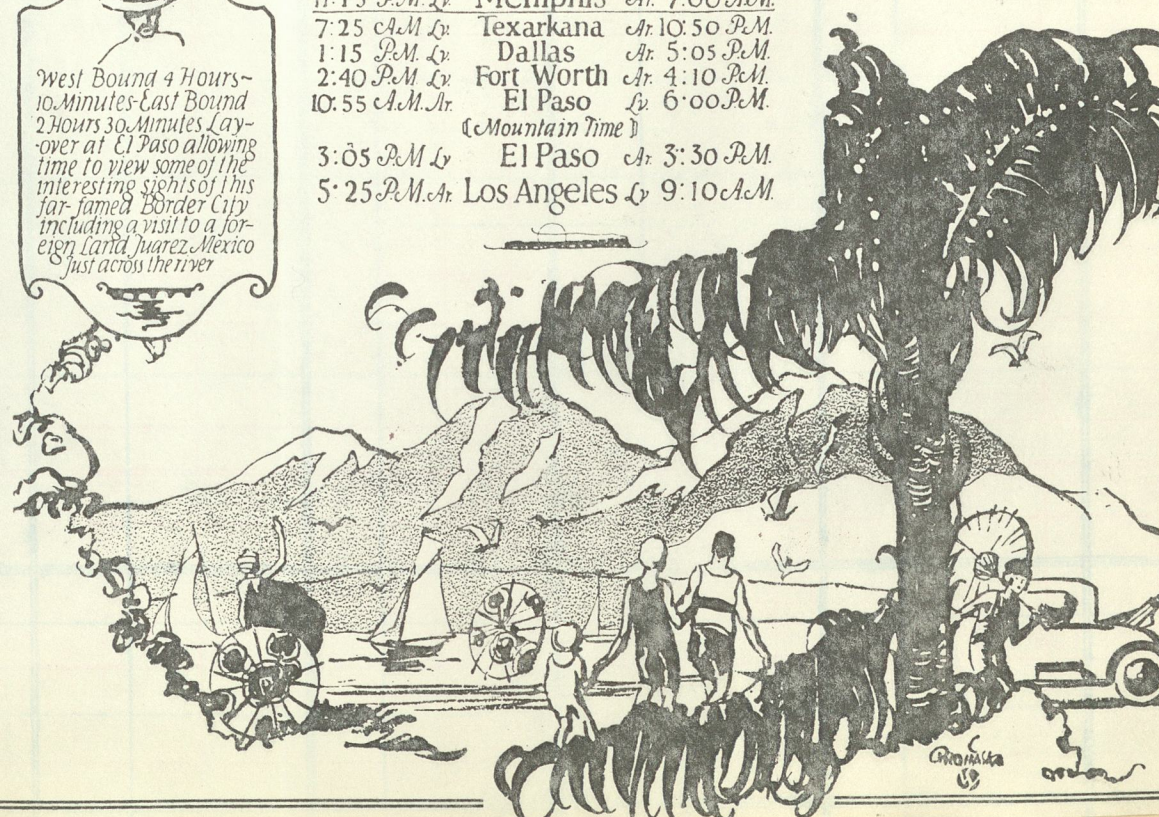
Thru Sleepers
between
St. Louis and Los Angeles
Memphis and Los Angeles
on the
Sunshine Special

Via
Missouri Pacific
Texas & Pacific
Southern Pacific

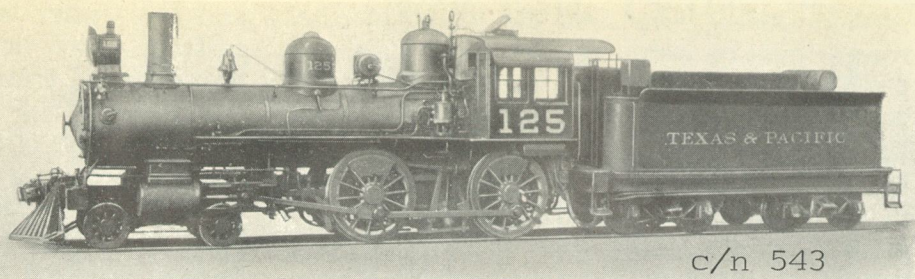
The Direct Line of Lowest Altitude
Schedule

West Bound Read Down	Station	East Bound Read Up
6:45 P.M. Lv	St. Louis	Ar 11:30 A.M.
11:15 P.M. Lv	Memphis	Ar 7:00 A.M.
7:25 A.M. Lv	Texarkana	Ar 10:50 P.M.
1:15 P.M. Lv	Dallas	Ar 5:05 P.M.
2:40 P.M. Lv	Fort Worth	Ar 4:10 P.M.
10:55 A.M. Ar	El Paso	Lv 6:00 P.M.
	(Mountain Time)	
3:05 P.M. Lv	El Paso	Ar 3:30 P.M.
5:25 P.M. Ar	Los Angeles	Lv 9:10 A.M.

West Bound 4 Hours-
10 Minutes East Bound
2 Hours 30 Minutes Lay-
over at El Paso allowing
time to view some of the
interesting sights of this
fair-famed Border City
including a visit to a for-
eign land across the river
just across the river



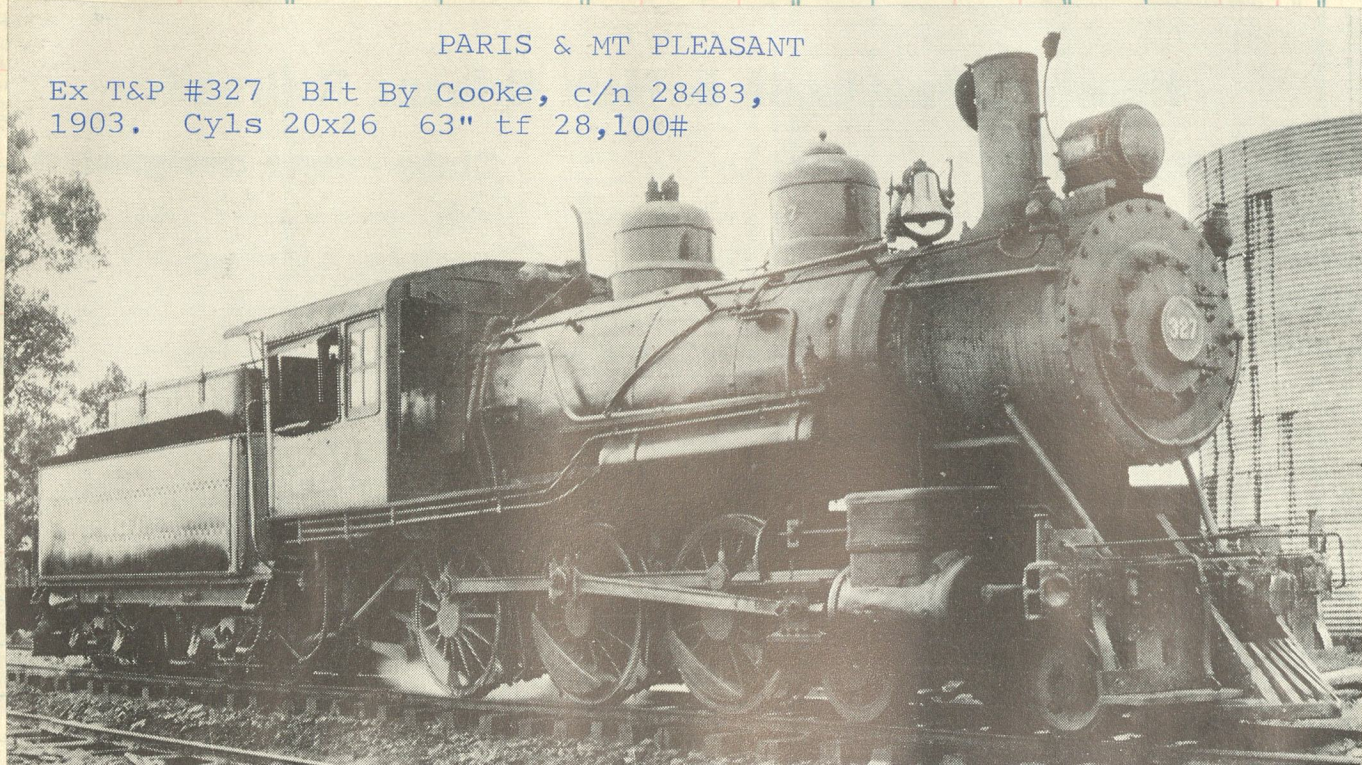
Cylinders 17" x 24"
 Drivers, diam. 63"
 Steam pressure 145 lb.
 Grate area 15.5 sq. ft.
 Heating surface 1050 sq. ft.
 Weight on drivers 51,000 lb.
 " total engine 81,000 lb.
 Tractive force 13,600 lb.



American Type Locomotive, Class A-3, Built by the Pittsburgh Locomotive Works, 1882

PARIS & MT PLEASANT

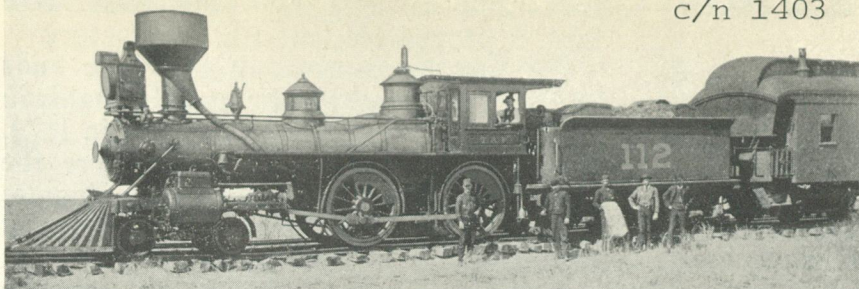
Ex T&P #327 Blt By Cooke, c/n 28483,
 1903. Cyls 20x26 63" tf 28,100#



109-112 ex MoP 620-623

c/n 1403

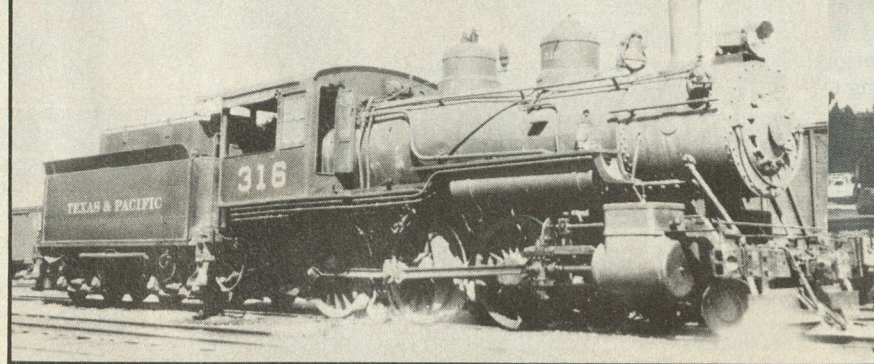
AT



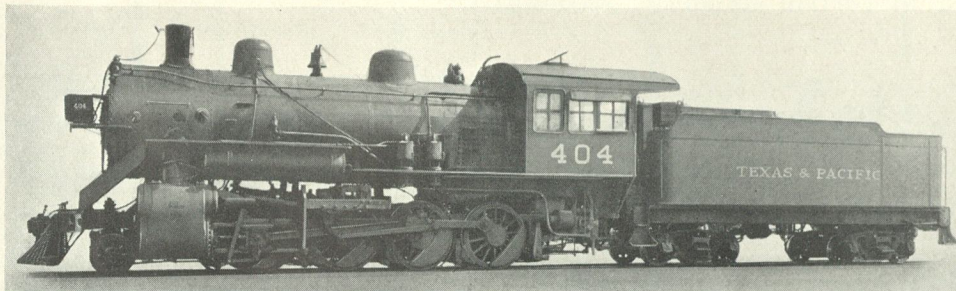
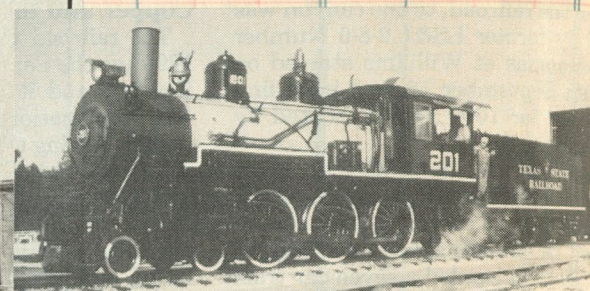
American Type Locomotive, Built by the Schenectady Locomotive Works, 1881

This locomotive was fitted with the "Brown" stack.

292-316 Cooke 1902 c/n 26142
 #316 to Paris & Mt Pleasant #316



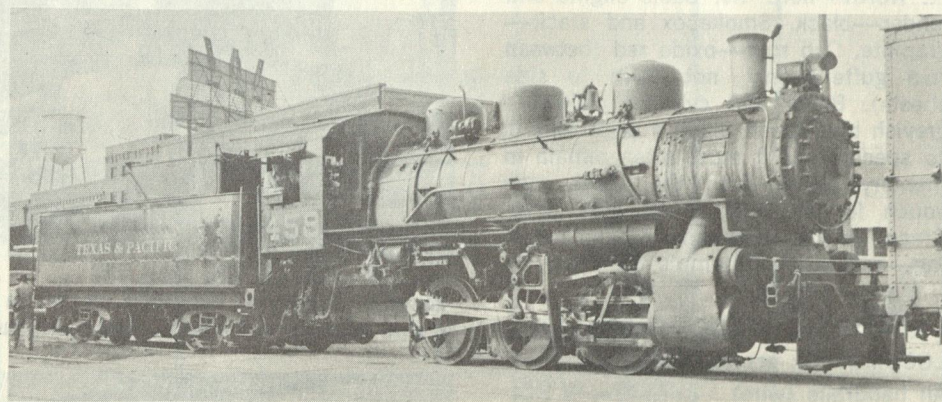
To Texas State #201 operational



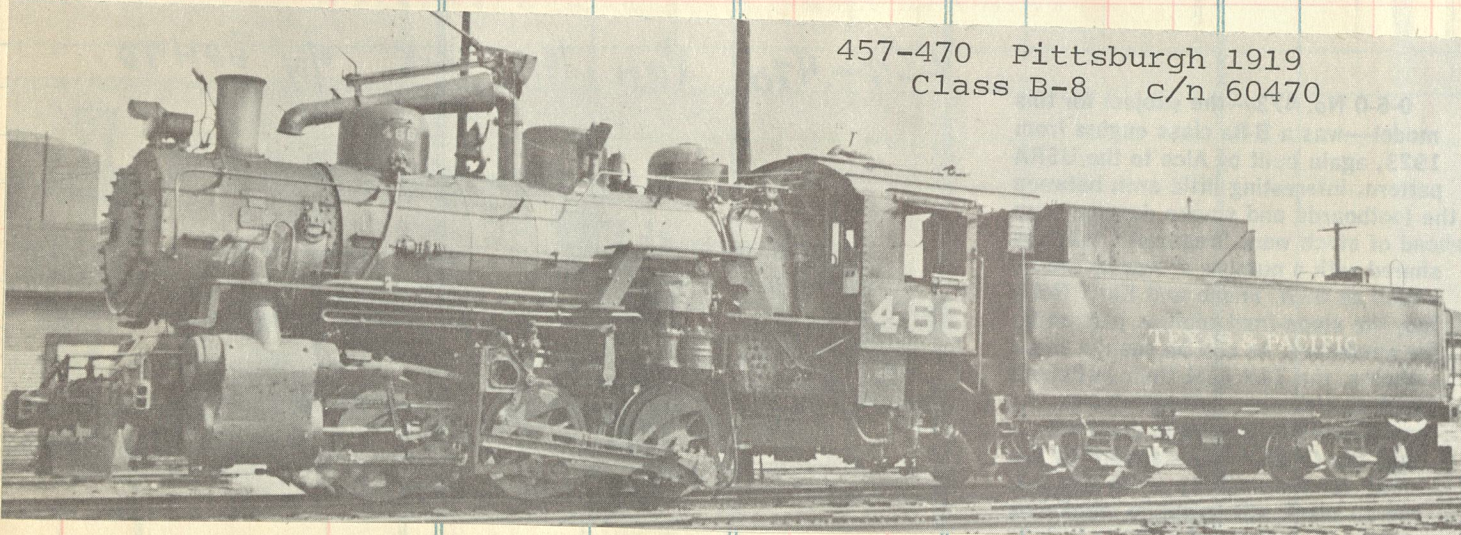
Cylinders 24" x 30"
 Drivers, diam. 57"
 Steam pressure 180 lb.
 Grate area 49.5 sq. ft.
 Water heating surface 2694 sq. ft.
 Superheating surface 559 sq. ft.
 Weight on drivers 182,800 lb.
 " total engine 210,800 lb.
 Tractive force 46,400 lb.

401-410
 c/n 38067

Consolidation Type Locomotive, Class F-1-S, Originally Built by The Baldwin Locomotive Works in 1912, as Rebuilt with Larger Cylinders and Superheater



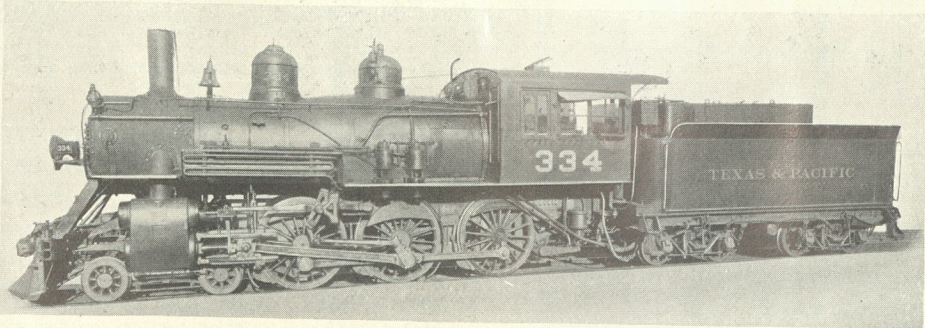
457-470 Pittsburgh 1919
 Class B-8 c/n 60470



Cylinders 20" x 26"
 Drivers, diam. 67"
 Steam pressure 200 lb.
 Grate area 36 sq. ft.
 Water heating surface 1711 sq. ft.
 Superheating surface 370 sq. ft.
 Weight on drivers 127,500 lb.
 " total engine 160,500 lb.
 Tractive force 26,370 lb.

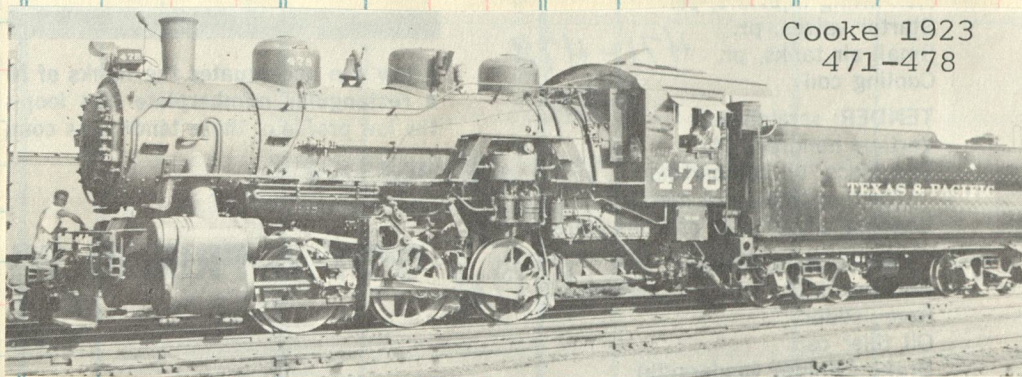
Originally built to use saturated steam.

324-338
 Cooke

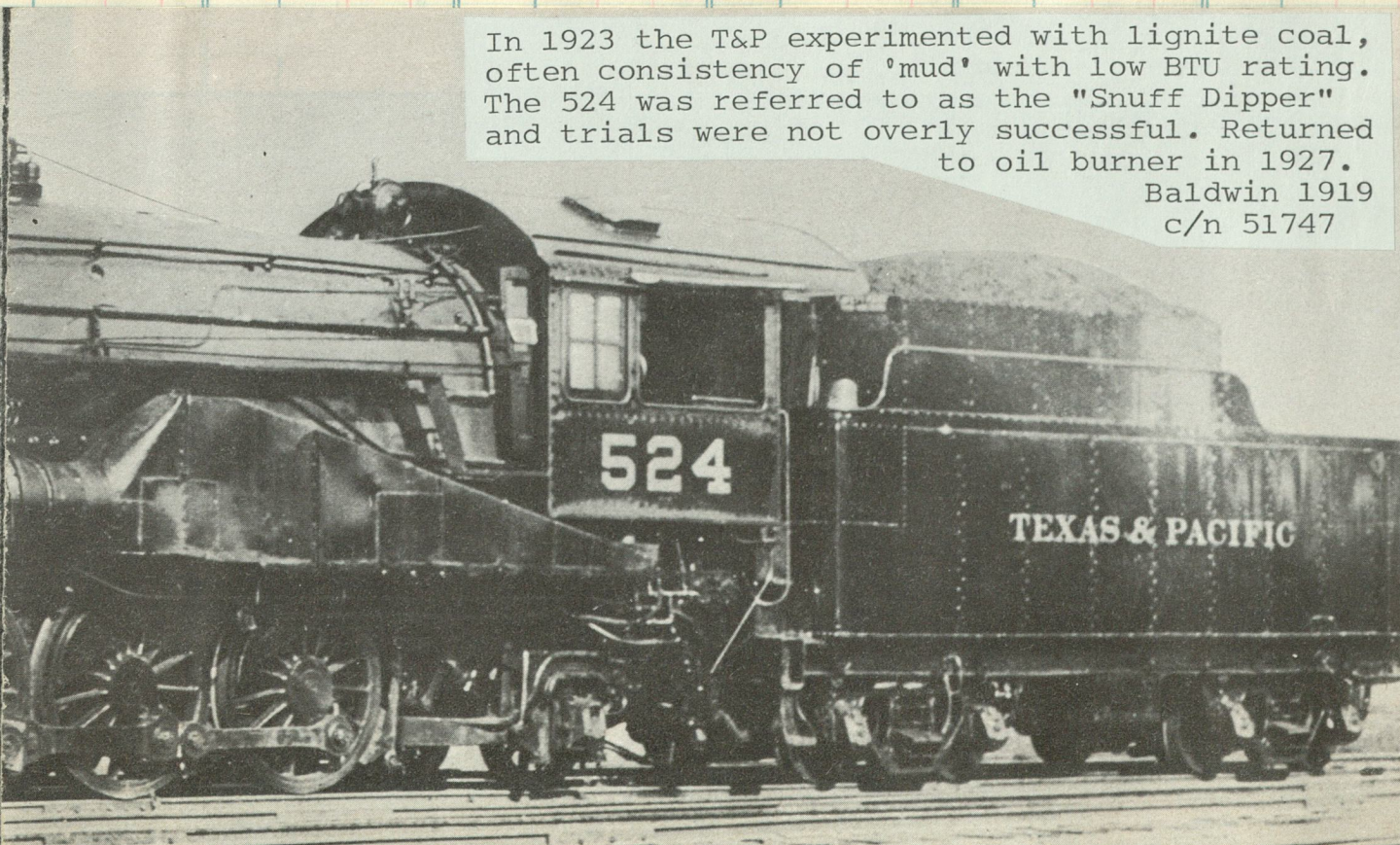
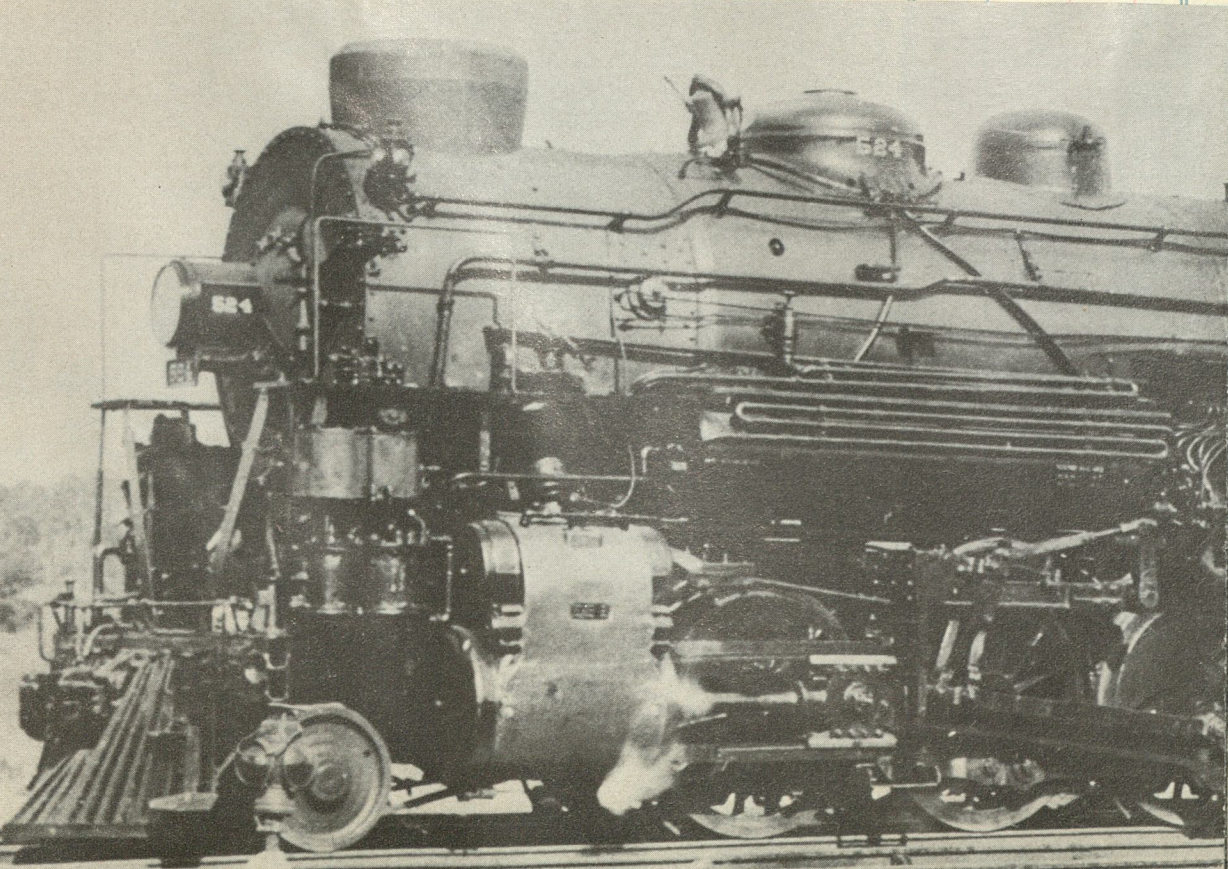


Ten-wheeled Locomotive, Class D-9 1/2-S, Built by the American Locomotive Company, 1903 (as rebt) c/n 28490

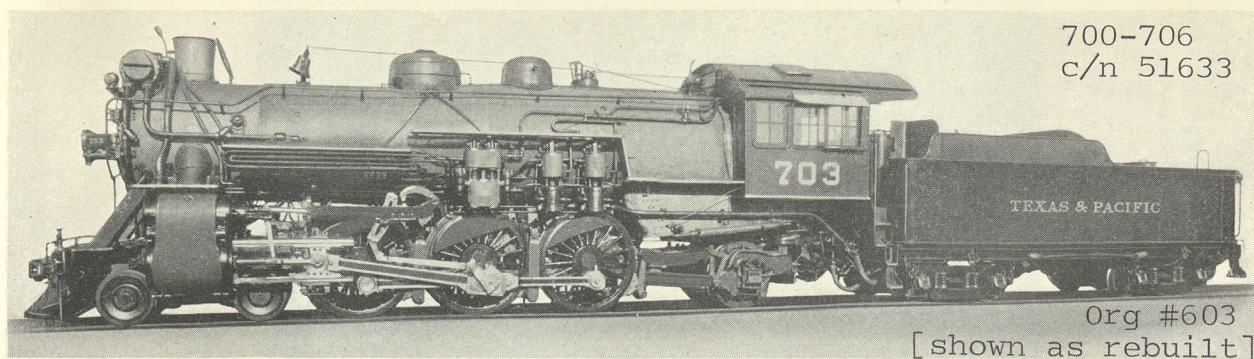
Cooke 1923
 471-478



In 1923 the T&P experimented with lignite coal, often consistency of 'mud' with low BTU rating. The 524 was referred to as the "Snuff Dipper" and trials were not overly successful. Returned to oil burner in 1927.
 Baldwin 1919
 c/n 51747



Clos. No. Sold Amount Clos. No.

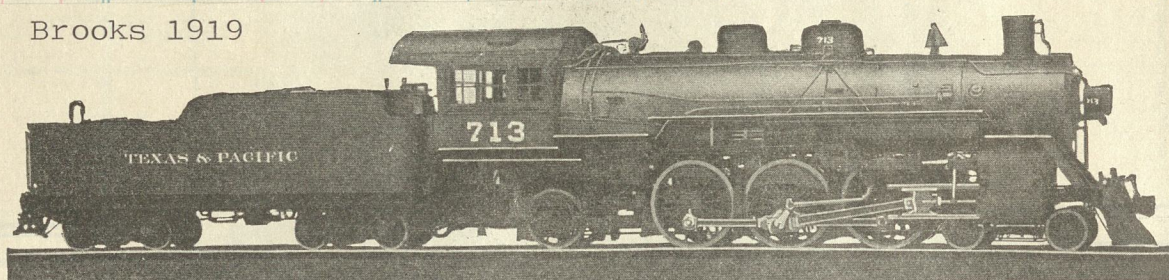
700-706
c/n 51633Org #603
[shown as rebuilt]

Pacific Type Locomotive, Class P-1, Built by The Baldwin Locomotive Works, 1919

Cylinders	26" x 28"	Tubes, number	5 3/8", 34", 2", 242	Wheel base, driving	13' 0"	Weight, total engine	275,080 lb.
Drivers, diam.	73"	" length	20' 6"	" " total engine	34' 7"	" " and	450,000 lb.
Boiler, diam.	74 1/4"	Grate area	59.6 sq. ft.	" " " and	71' 6 3/4"	Tender	9000 U.S. gal.
Steam pressure	200 lb.	Water heating surface	3807 sq. ft.	tender	173,360 lb.	Tank capacity, Water	3200 U.S. gal.
Firebox	114 1/8" x 75 1/4"	Superheating surface	844 sq. ft.	Weight on drivers		" Oil	44,200 lb.
Tubes, diam.	5 3/8" & 2"					Tractive force	

It was 1919 before the T & P received its initial Pacifics when it ordered seven engines from Baldwin noed 600-606, later renoed 700-706. Also in same year (1919) Brooks delivered seven more noed 707-713 and final group noed 714-721 were constructed at Richmond in 1923. Attention by the Lancaster Shops increased their efficiency not to mention an attractive and distinctive appearance.

Brooks 1919

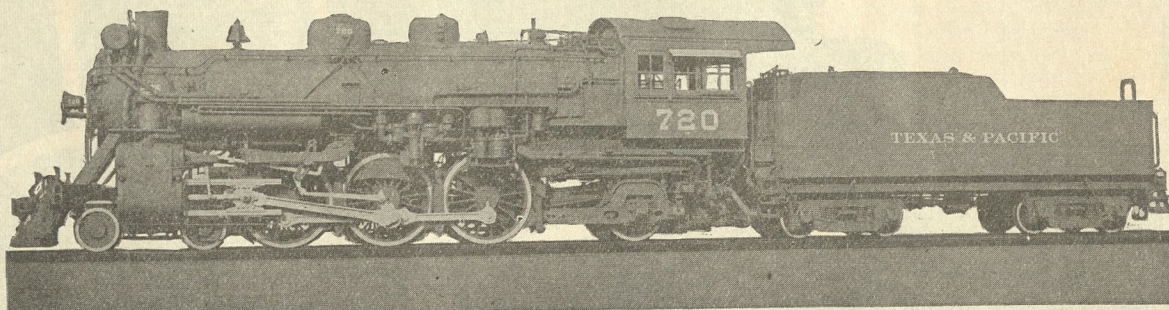


707-713 BUILT FOR THE TEXAS & PACIFIC RAILROAD c/n 61292
Total Weight of Engine, 281,000 pounds; Weight on Drivers, 182,000 pounds; Diameter of Drivers, 73 inches; Boiler Pressure, 185 pounds; Cylinders, 26x28 inches; Maximum Tractive Power, 40,800 pounds

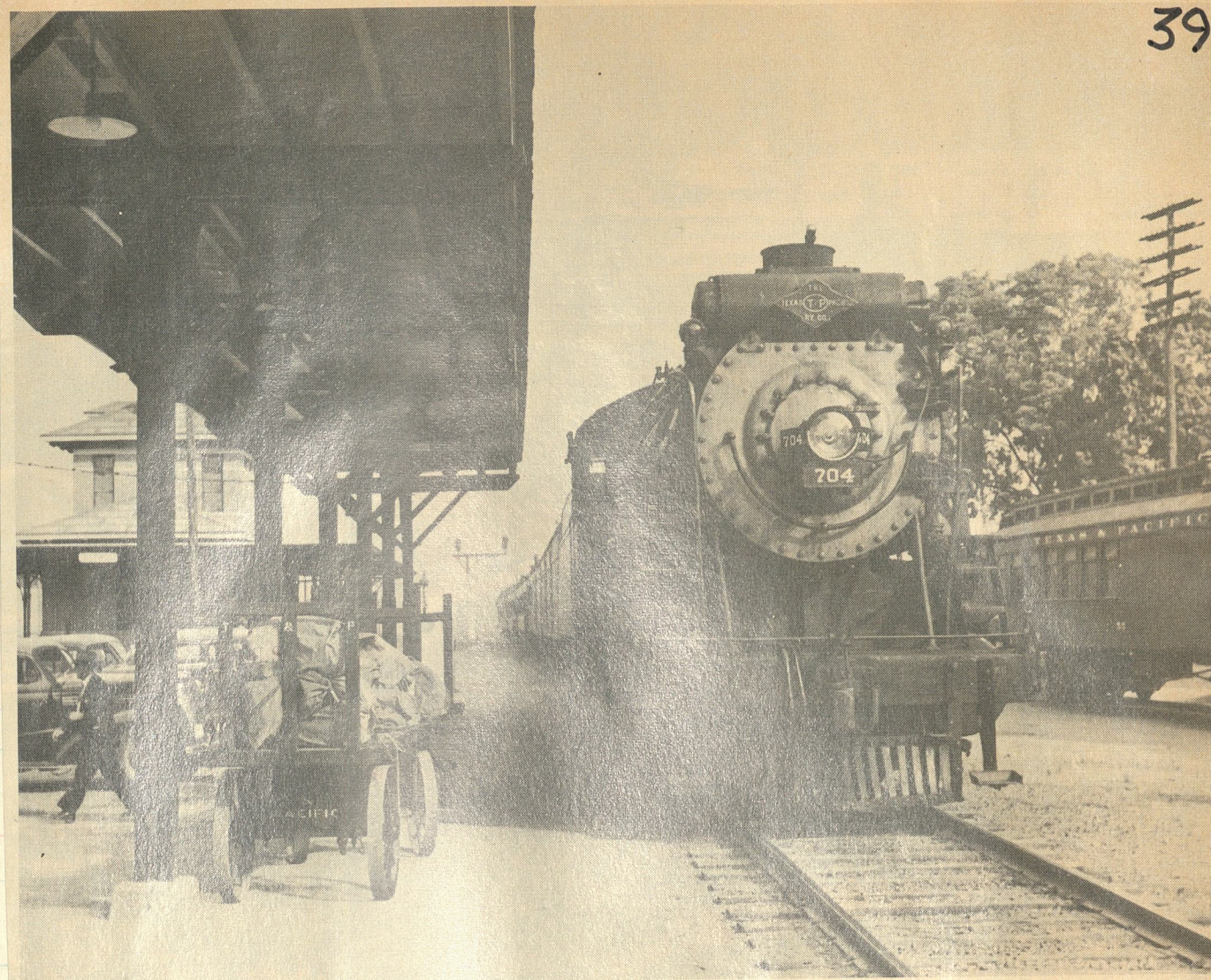
714-721

c/n 64063

Richmond 1923



Total Weight of Engine, 295,000 pounds; Weight on Driving Wheels, 187,000 pounds; Diameter of Driving Wheels, 73 inches; Boiler Pressure, 185 pounds; Cylinders, 26 x 28 inches; Maximum Tractive Power, with Booster, 49,800 pounds, without Booster 40,800.



Back in 1940, when rail passenger service was still popular, Texas & Pacific train 24 regularly pulled into the depot at Brinkie, Louisiana.

BUNKIE



Sunshine Special

C. W. Witbeck.



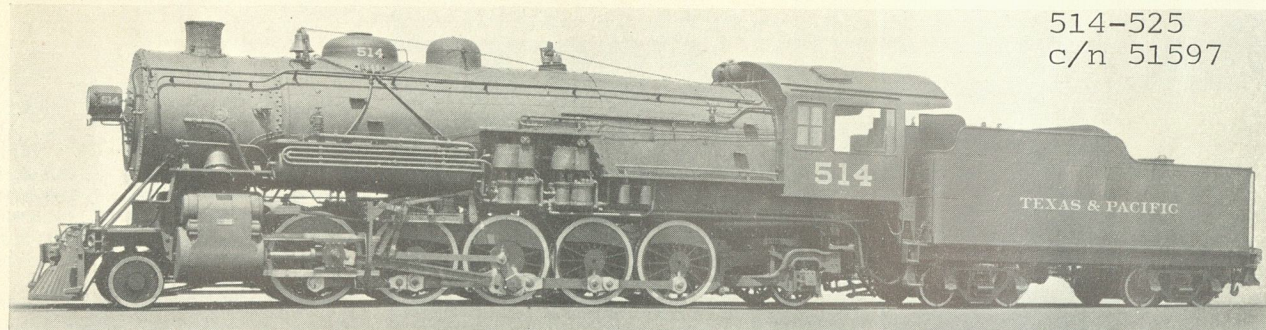


35 miles East of Dallas

Terrell, Texas



Ten wheeler #282 [Cooke 1901] sails thru the interlocking at Cut-off Jct., just west of Shreveport, with westbound Trn #27. Train is on main line to Dallas, track on left goes to Texarkana.

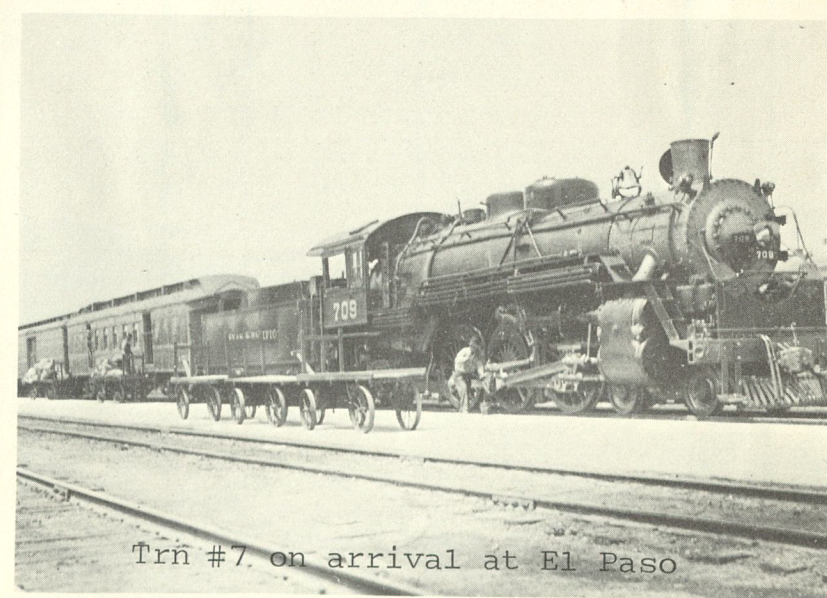


514-525
c/n 51597

2-10-2 Type Locomotive, Class G-1-B, Built by The Baldwin Locomotive Works, 1919

Cylinders	28" x 32"	Tubes, number	5 $\frac{3}{8}$ ", 41; 2", 267	Wheel base, driving	21' 10"	Weight, total engine	327,800 lb.
Drivers, diam.	63"	" length	18' 0"	" " total engine	39' 1"	" " and tender	513,800 lb.
Boiler, diam.	84"	Grate area	70 sq. ft.	" " " and tender	72' 5"	Tank capacity, Water	9400 U.S. gal.
Steam pressure	200 lb.	Water heating surface	3857 sq. ft.	Weight on drivers	265,400 lb.	" Oil	3100 U.S. gal.
Firebox	176 $\frac{1}{2}$ " x 82"	Superheating surface	882 sq. ft.			Tractive force	67,700 lb.
Tubes, diam.	5 $\frac{3}{8}$ " & 2"						

Subsequently equipped with booster, increasing maximum tractive force to 79,500 lb.



Trn #7 on arrival at El Paso



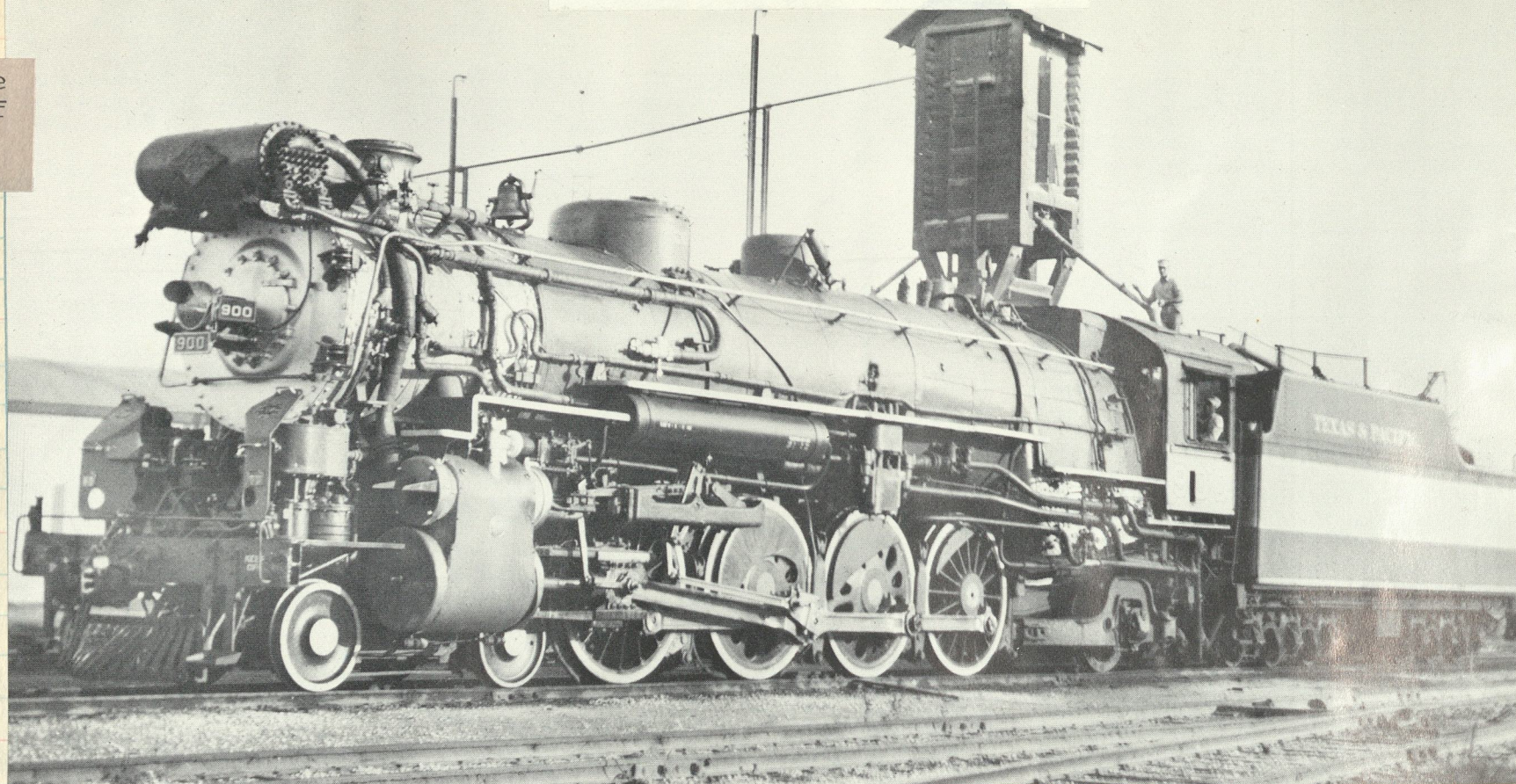
Pacific 700 and Mountain 906 depart Dallas with a heavy consist of the eastbound "Southerner"



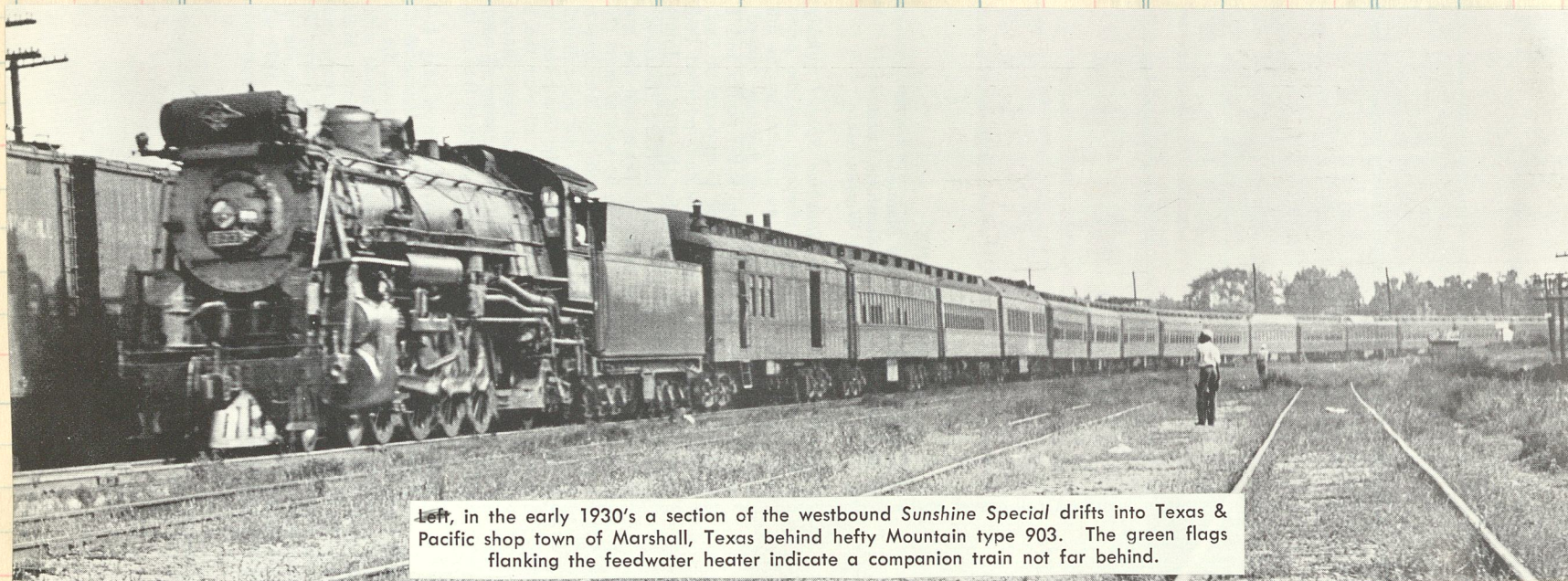
Train #11 near Abilene

MOUNTAIN TYPE

Dressed up in the "Eagle" livery of blue and white. (1947)



Texas & Pacific 904 one of the "matchless" mountain type locomotives that was assigned to the Sunshine Special after 1925. The cast name plate was on all engines used on regular sections of this famous Southwestern train.

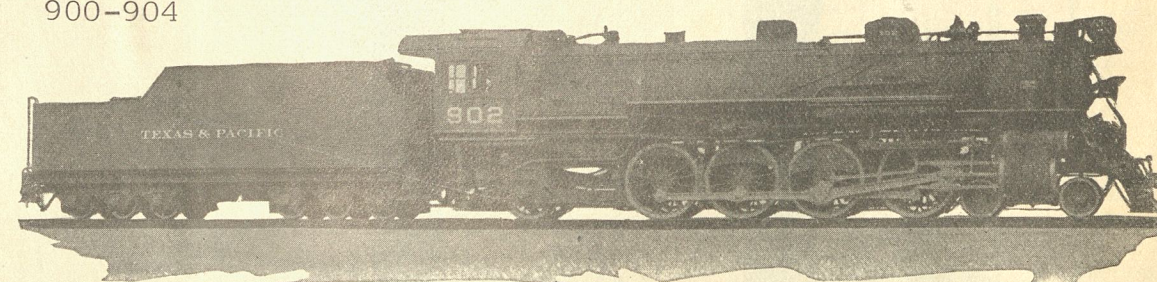


Left, in the early 1930's a section of the westbound Sunshine Special drifts into Texas & Pacific shop town of Marshall, Texas behind hefty Mountain type 903. The green flags flanking the feedwater heater indicate a companion train not far behind.

Principal Dimensions:

	Class M-1 900-904	Class M-2 905-909
Tractive effort, lbs.	53,500	54,700
Booster	10,200	10,450
Cylinder, diameter and stroke, in.	27 x 30	27 x 30
Driver, diameter, in.	73	73
Loaded weight on drivers, lbs.	245,500	245,600
Loaded weight on pilot truck, lbs.	60,500	60,800
Loaded weight on trailing truck, lbs.	54,500	55,000
Loaded weight of engine, lbs.	360,500	361,400
Loaded weight of tender, lbs.	280,100	291,666
Steam pressure, lbs.	210	215
Grate area, sq. ft.	80.3	81.12
Evaporative heating surface, sq. ft.	3769	3774
Tender capacity:		
Gals. water	14,000	14,000
Gals. oil	6000	6000

900-904



BUILT FOR THE TEXAS & PACIFIC RAILWAY

c/n 66446

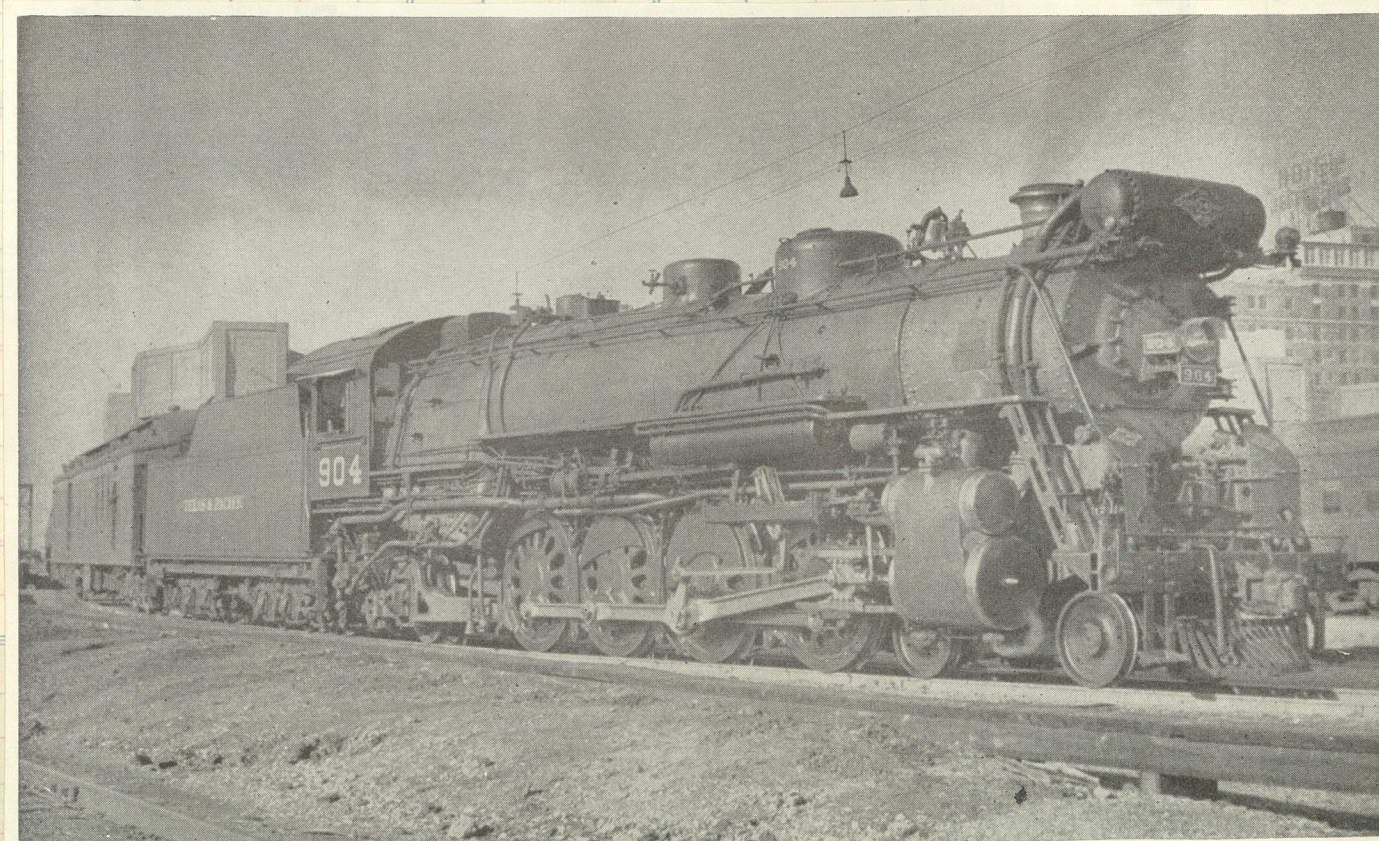
Schenectady 1925

Weight on Driving Wheels, 245,500 pounds; Weight of Engine, 360,500 pounds; Cylinders, 27 x 30 inches; Diameter of Driving Wheels, 73 inches; Boiler Pressure, 210 Pounds; Maximum Tractive Power with Booster, 63,700 pounds.

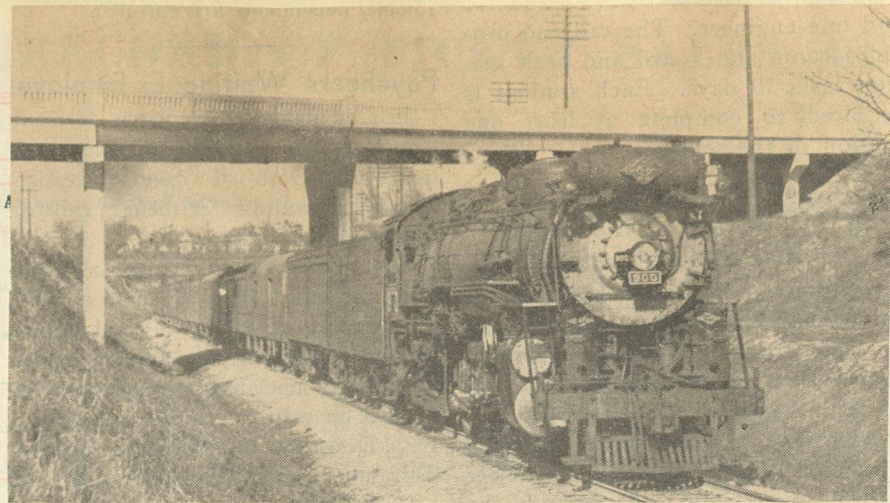


With roaring stack, shiny T&P Mountain 904 tops Lancing Hill, 7 miles east of Longview Junction with a 19-car section of the Sunshine Special. It is 1936 and Texas is celebrating its centennial and the Sunshine Special is heavy with tourists hurrying to Dallas and other rallying points of the Lone Star State.

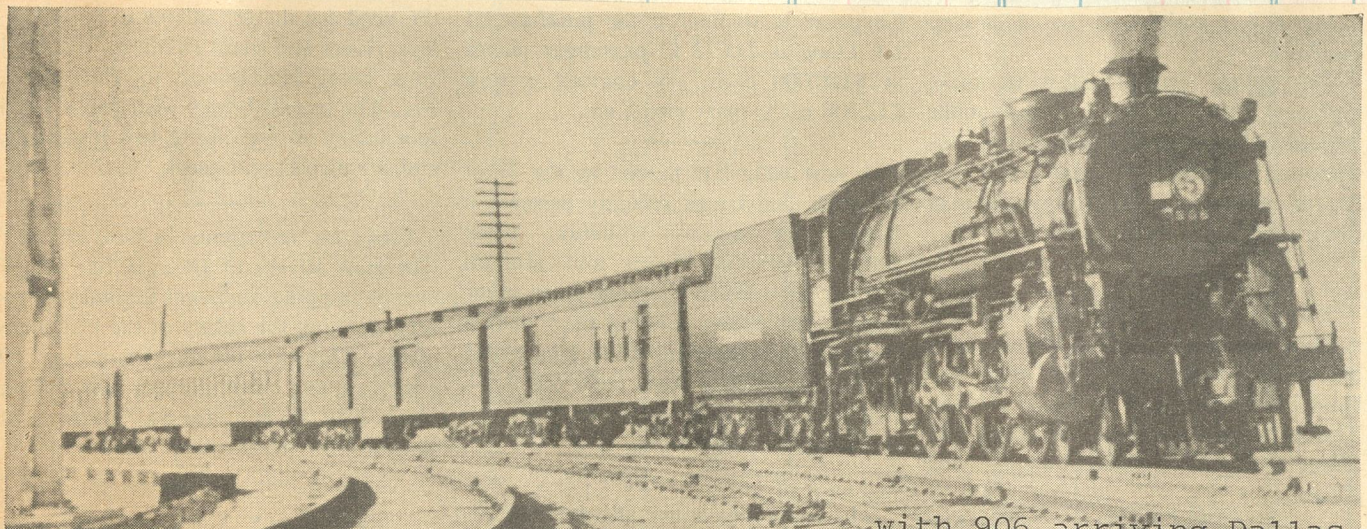
A. E. Brown



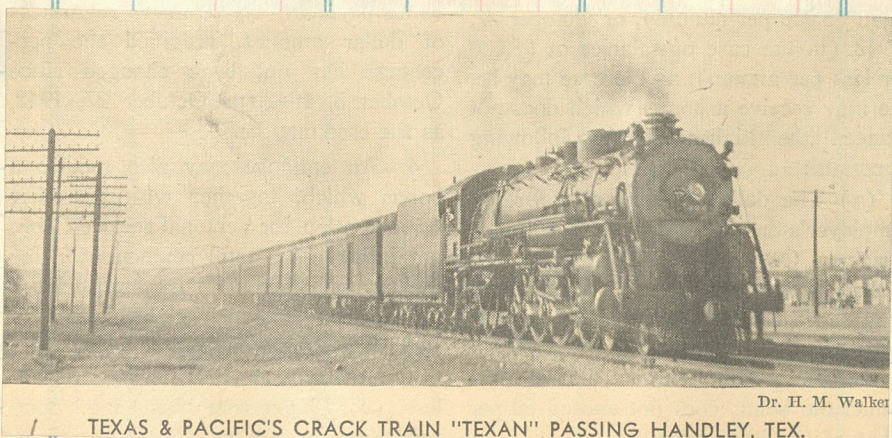
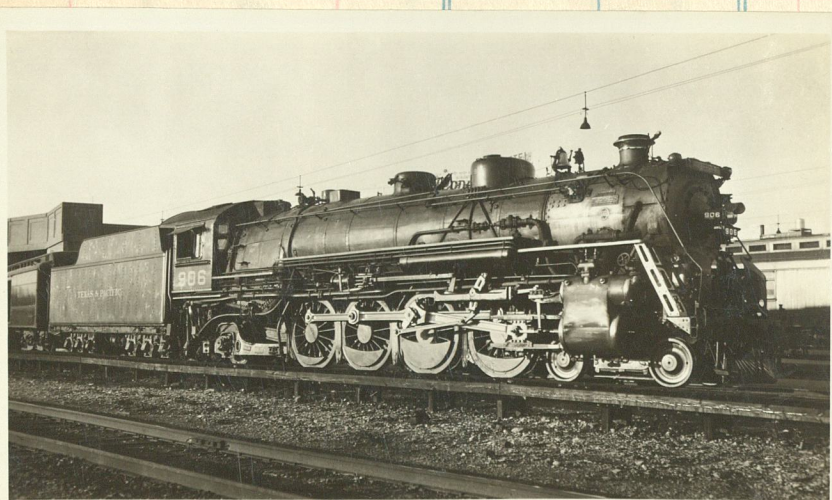
Rail Photo Service



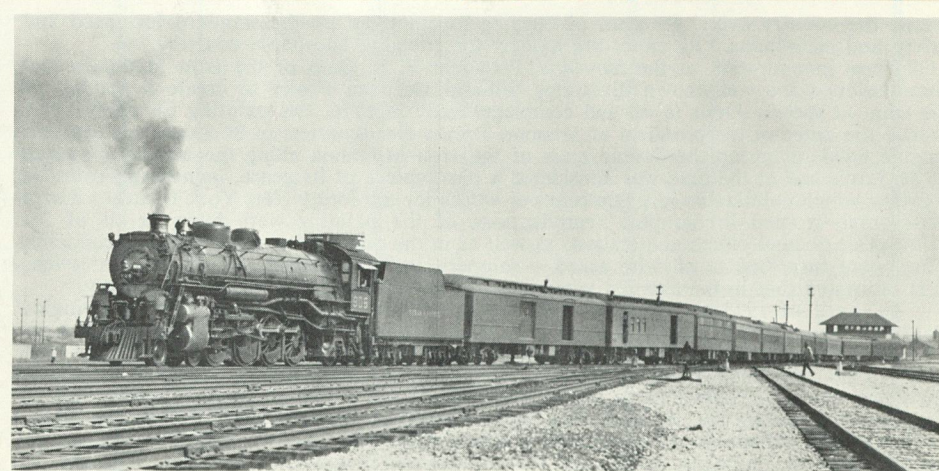
TEXAS & PACIFIC'S ENGINE 900 PULLING A PASSENGER TRAIN OUT OF MARSHALL TEXAS



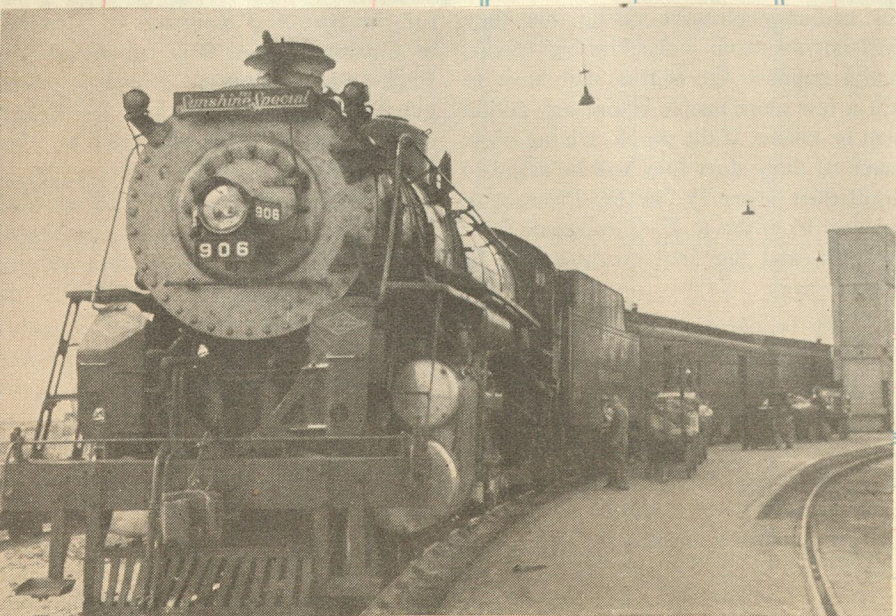
with 906 arriving Dallas
SUNSHINE SPECIAL OF THE TEXAS & PACIFIC



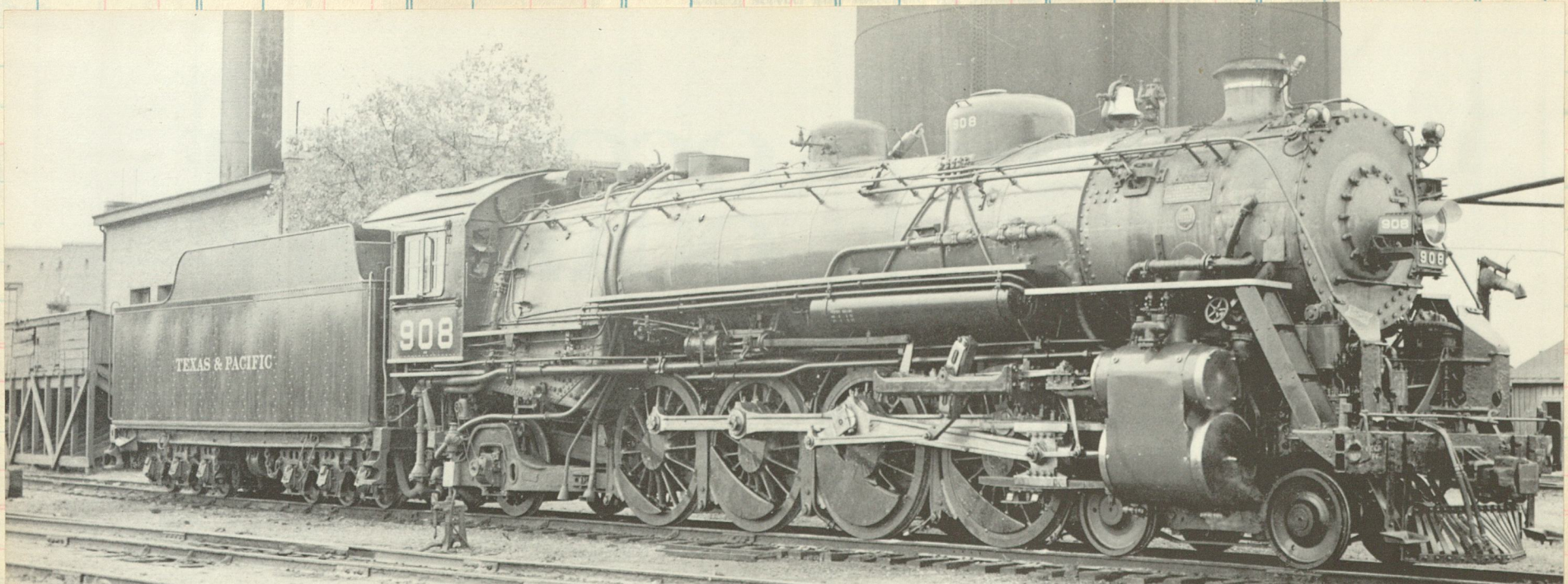
Dr. H. M. Walker
TEXAS & PACIFIC'S CRACK TRAIN "TEXAN" PASSING HANDLEY, TEX.

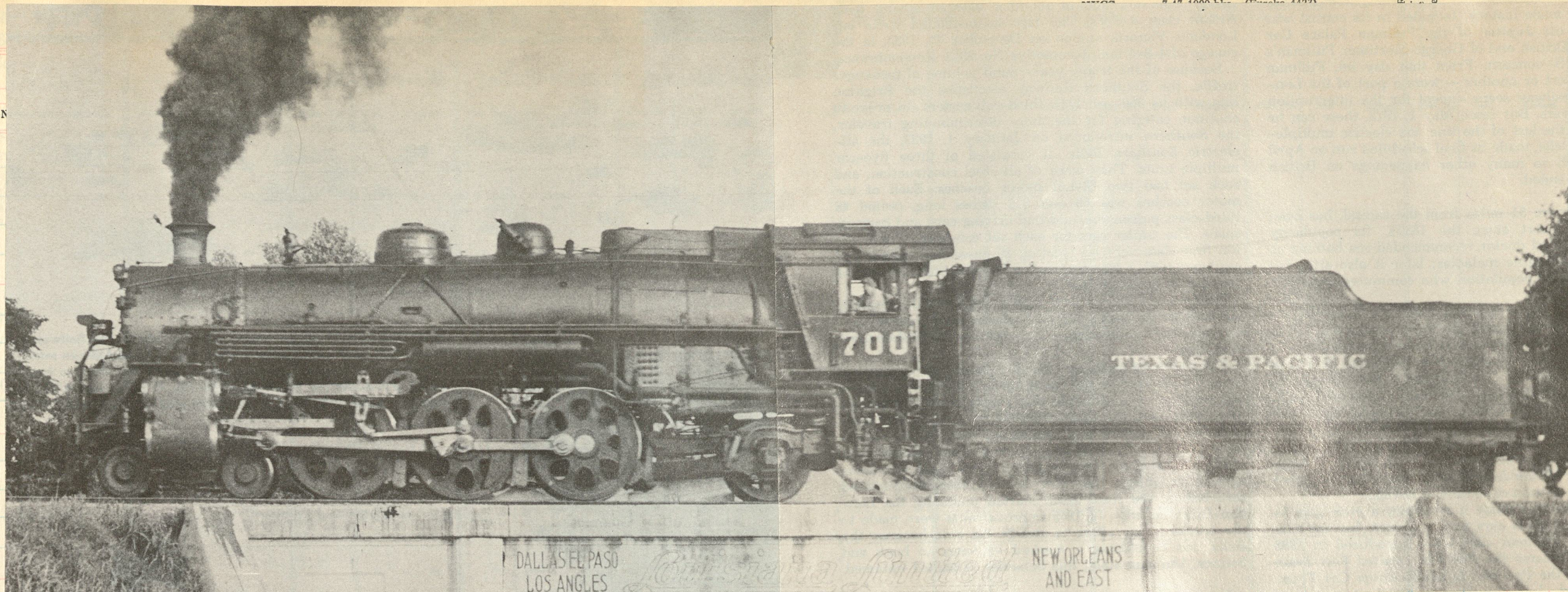


H. K. Vollrab Collection
Nine years after being built by Baldwin Locomotive Works in 1928, Texas & Pacific M-2 Class Mountain type No. 905 gets away from Fort Worth with the Sunshine Special.



SUNSHINE SPECIAL AT DALLAS, TEXAS





Departing Shreveport



ON THE NORFOLK & WESTERN, 610 WHEELS THROUGH PEMBROKE, VA., EN ROUTE TO BLUEFIELD ON SEPTEMBER 3, 1977.

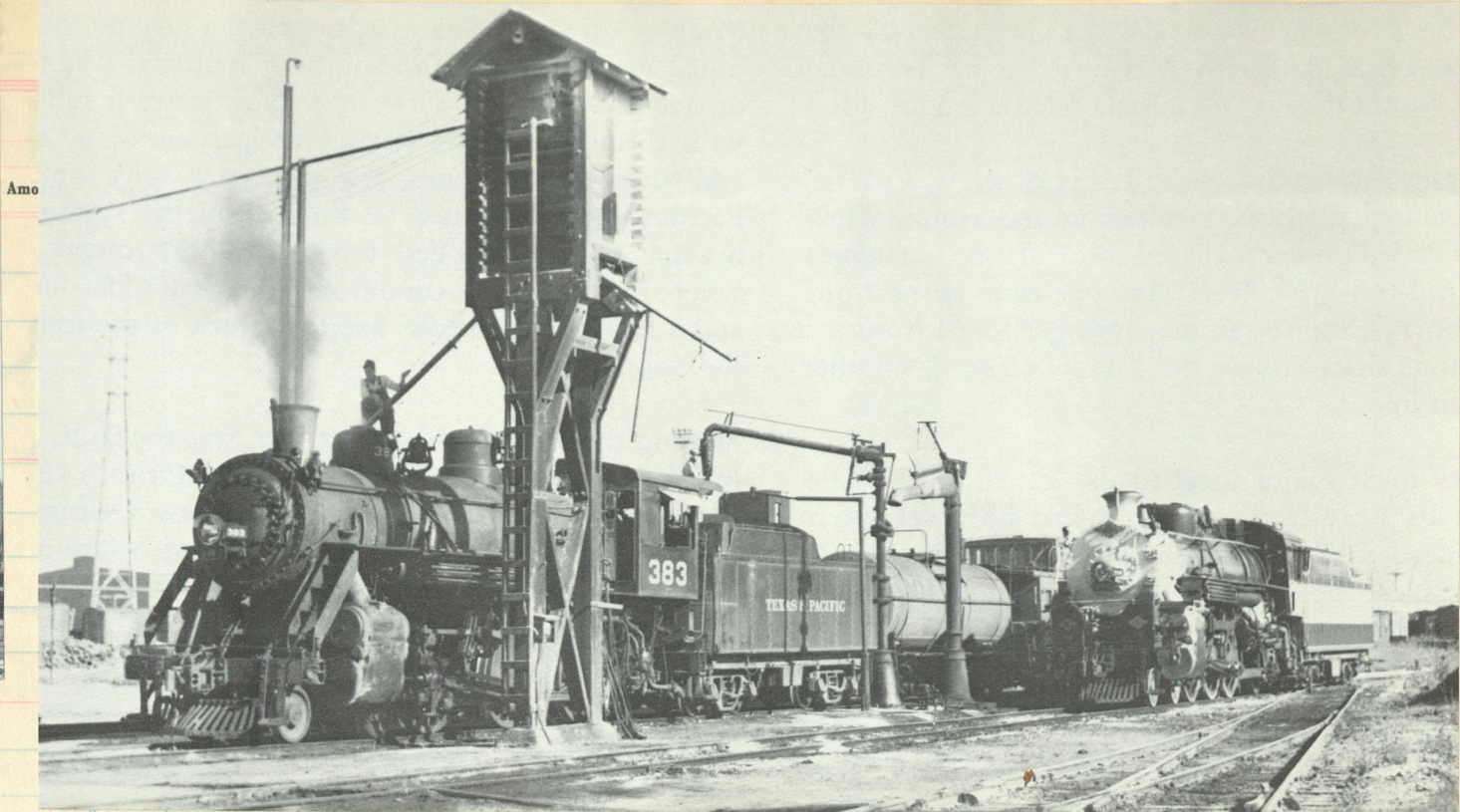
Another veteran returned to active duty! After serving for twenty three years and running up over 1.5 million miles in routine service the 610 was retired in 1950 and placed on static display in Ft Worth. By 1969, now in a deplorable condition, she was rescued by Dave Pearson who started efforts to have her made operational. Numerous obstacles had to be overcome but in June 1975 volunteers under the supervision of Dick Jansen reconstruction was started. In January 1976 she was under steam again and made a trial trip in February. She then made several runs with the Freedom Train. In 1976 was leased to the Southern to be used handling excursion trips.



SELLER
DATE
FORM



The 389 chuckles through Audubon Park on the outskirts of New Orleans. [See bottom Pg 35]



The 'Blue & White' #712 watches as the 383 takes on sand at New Orleans



Extra 721 west approaching Cut Off Jct.

Total
Add—Error
Deduct “
DATE
DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent’s Signature
Cash to next Seller
Next Seller’s Signature
Total Accounted for

Sold Amount

[illegible]

SELLER
DATE
FORM

DESTINATION

Amt.

Com. No.

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Class No.

8-13

10

21

CL N

6-11

1.

Class N

Sold

Астро

Class No.

1. 8.11

Total

Add—Error _____

DATE _____

Deduct " _____ DATE _____

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

STATION.

NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE
.....
To Make
Short Sheet

47

SELLER
DATE
FORM

DESTINATION

Amt.

Com. No.

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Total
Add—Error _____
Deduct “ _____
DATE
DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent’s Signature
Cash to next Seller
Next Seller’s Signature
Total Accounted for

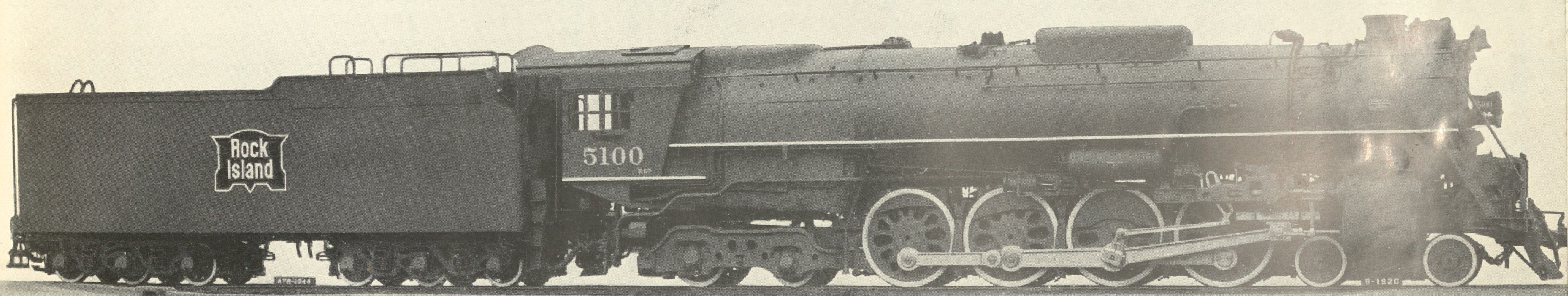
Clos. No. Sold Amount Clos. No. Sold Amount

Rock Island



2649-2678
Brooks 1923
c/n 64670

CHICAGO ROCK ISLAND AND PACIFIC RAILWAY

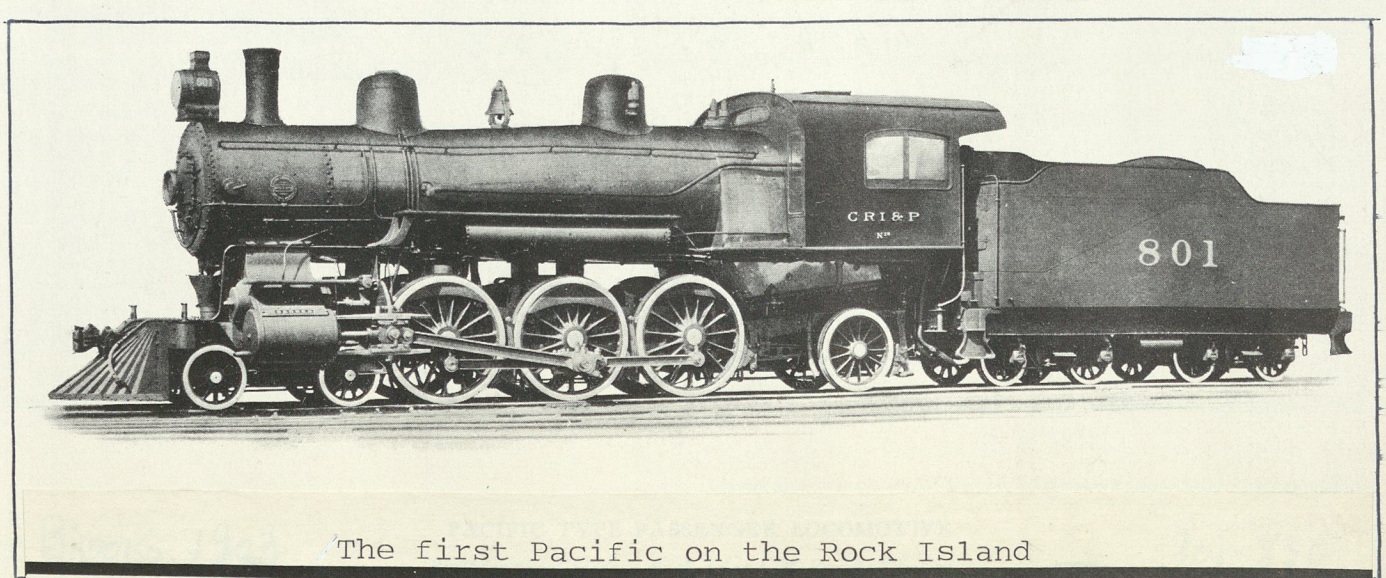


c/n 71945

Rock Island dual service Northern type

Road numbers of this series	5100-5109	Weight on leading truck, lbs.	87,500
Built	Alco, 1944	Weight on trailing truck, lbs.	99,500
Cylinders, diameter and stroke, in.	26 x 32	Weight of engine and tender, lbs.	768,800
Diameter of drivers, in.	74	Grate area, sq. ft.	96.3
Tractive force, lbs.	67,000	Evaporative heating surface, sq. ft.	4573
Boiler pressure, lbs. per sq. in.	270	Superheater heating surface, sq. ft.	1438
Total weight of engine, lbs.	467,000	Tender capacity: Gallons of oil	5500
Weight on drivers, lbs.	280,000	Gallons of water	21,500

In 1927 the C.R.I. & P. operated 7,564.53 miles of line with 1,528 engines, 1,056 passenger cars and 48,940 freight.



The first Pacific on the Rock Island

In 1903 the Rock Island brought its passenger power up to date when Brooks delivered thirty [801-830] 4-6-2's. Cyls were 21x26, dvs 69" T E 28,255# Tender held 7,000 gals and 15 tons of coal.

c/n 28155

(224)

CUT HERE

The Golden State Route

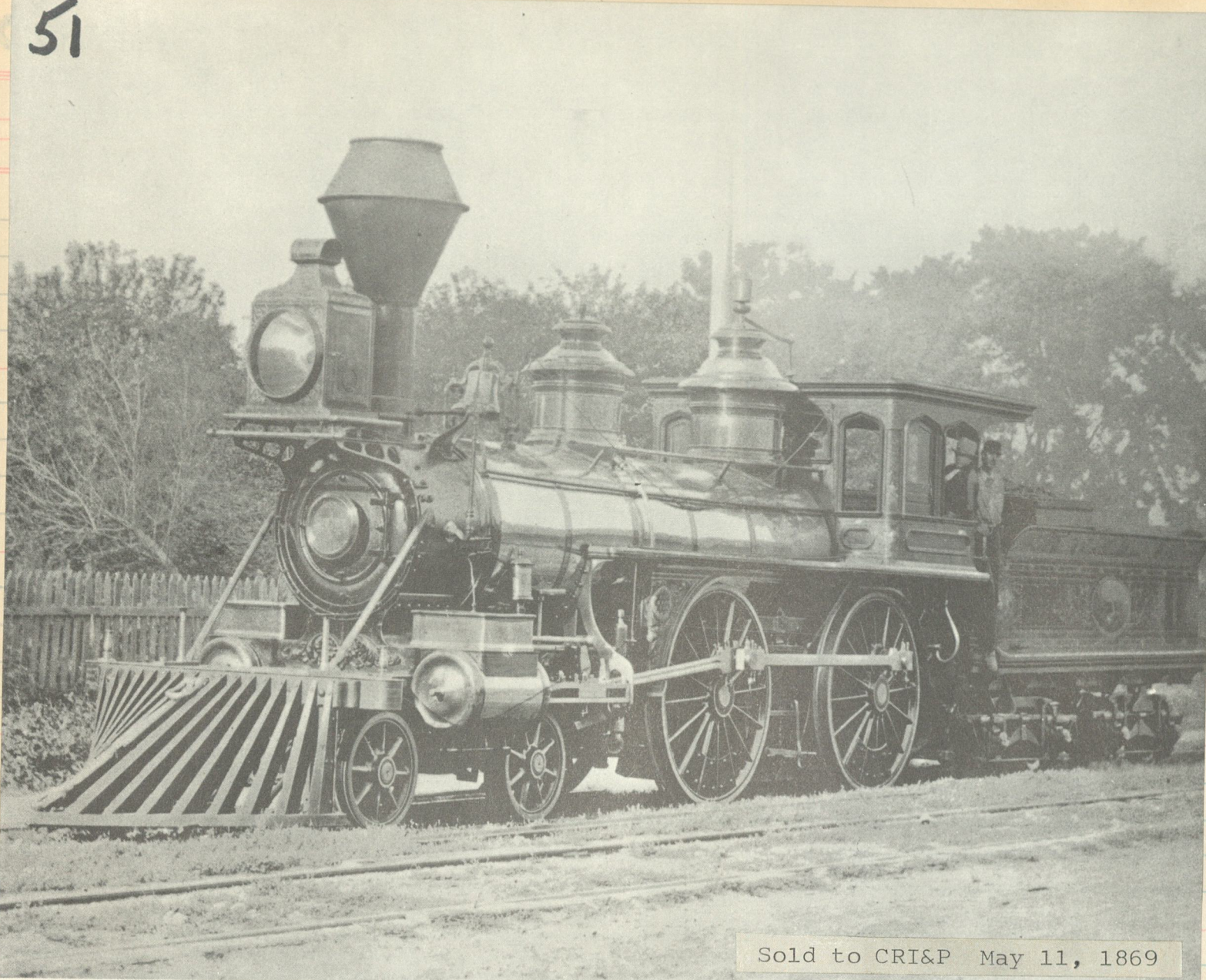
The comfortable, low altitude way to

ARIZONA - CALIFORNIA — haven of America's sunniest winter resorts. A land of novelty, of mountain grandeur, flowery desert areas, warm bright sunshine in a dry, healthful atmosphere. Truly a land of color and romance.

THROUGH SERVICE daily from Chicago, Kansas City, St. Louis and Memphis. Fast, direct connecting daily service from Minneapolis-St. Paul and Des Moines.

De Luxe **GOLDEN STATE LIMITED** — Drawing Room, Compartment, Open Section Standard Pullmans, Tourist Sleeper (Westbound), Chair Cars, De Luxe Club Lounge — bar, radio, men's shower and barber-valet service. Observation — ladies' lounge, bath, maid-maniacure service. Dining car serving all meals.

Economy-Luxury **CALIFORNIAN** — featuring special chair car for women, stewardess-nurse service, through tourist sleeping and free reclining chair cars, lounge car for tourist sleeping car passengers. Economy meals in diner, as low as — breakfast 25c, luncheon 30c, dinner 35c.



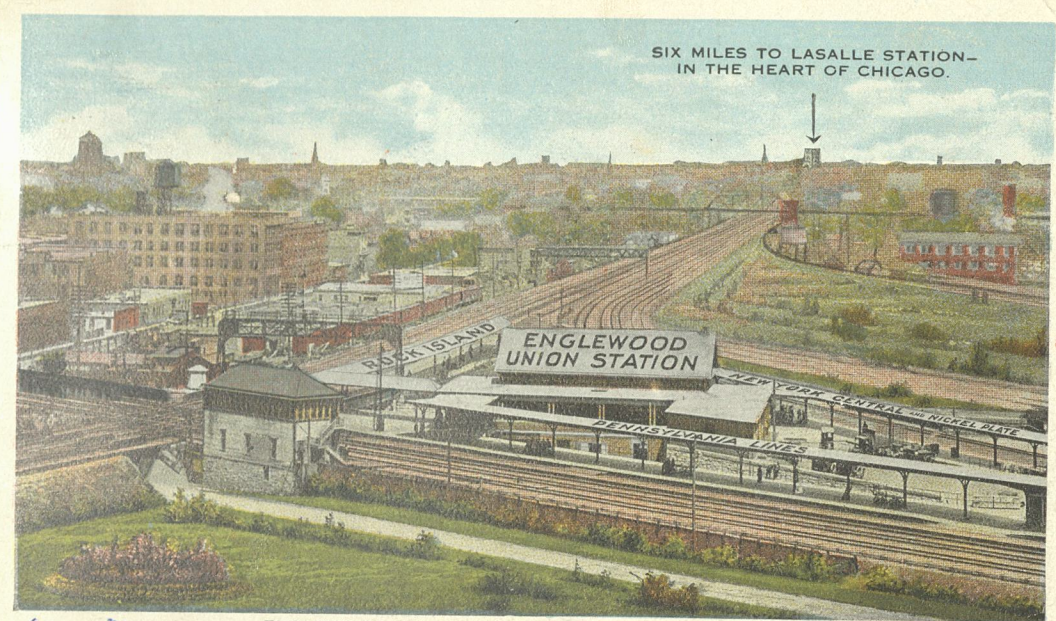
Sold to CRI&P May 11, 1869

PRIDE OF THE ROCK ISLAND was the famous "Silver Engine," the AMERICA, one of the great locomotives that brought fame to American railroads and railroaders. The AMERICA was built by the Grant Locomotive Works in 1867, Shop No. 500, and was the showiest engine ever rolled of the Grant erecting floor. All of her fittings, trimmings, and the entire boiler jacket were of the finest quality German silver, and her cab was a masterpiece of the joiners' art, inlaid with select hardwood. She was shipped to the Universal Exposition in Paris, France, shortly after completion and won the highest awards and plaudits. Purchased by the Chicago, Rock Island & Pacific, she was given road number 109, retaining the name AMERICA. She opened the Rock Island service into Council Bluffs, Iowa, in May of 1869, took part in the great excursion over the Leavenworth line, and in 1871 she hung up some notable speed records in the Chicago-Omaha mail contract races, with a youth of 19 at her latch. This photo shows the dazzling beauty in her days of glory, silver jacket gleaming and a wealth of ornate scroll-work, oil painting on tender, and fancy castings on her cylinder saddle.



(1915)

OKM



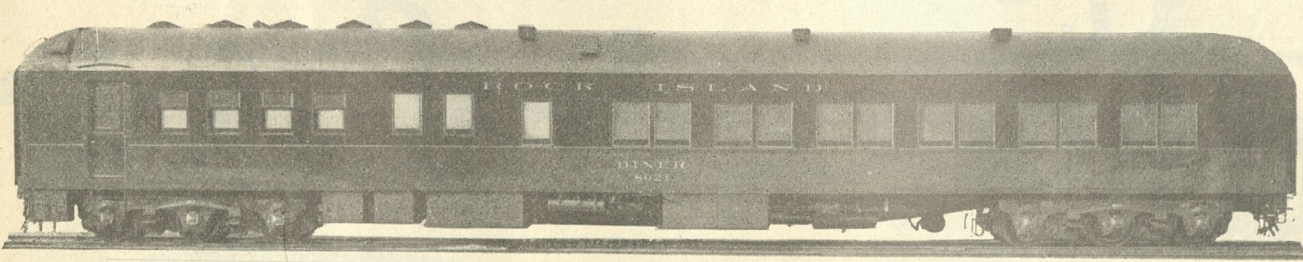
(1916)

ENGLEWOOD UNION STATION, 63rd STREET, CHICAGO.

OKM

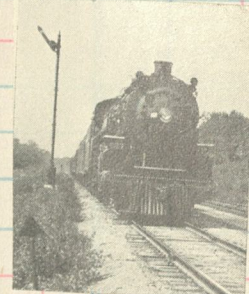
CONNECTIONS AT Englewood Station, Chicago

The attention of patrons is directed to the superior facilities for transfer between the East and West afforded by the Englewood Union (63d Street) Station. The through trains of a number of eastern lines—before entering Chicago terminals—and all Rock Island trains—after leaving La Salle Street Station—stop at this station.

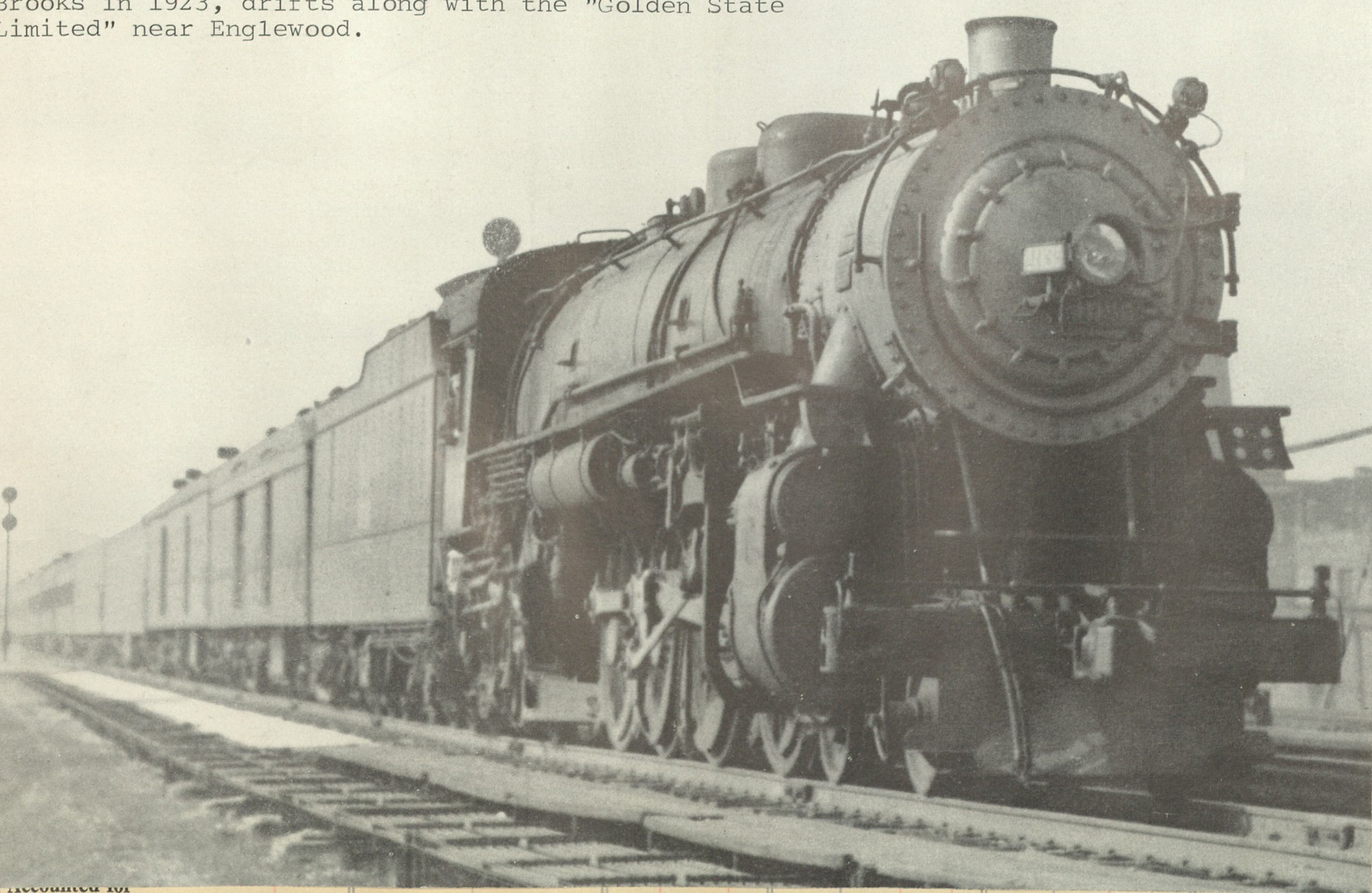


Diner 8021

Blt by Pullman 1925



Eng 4035, one of the big Mountain type built by Brooks in 1923, drifts along with the "Golden State Limited" near Englewood.



LaSalle Street--Chicago

ROCK ISLAND LINES

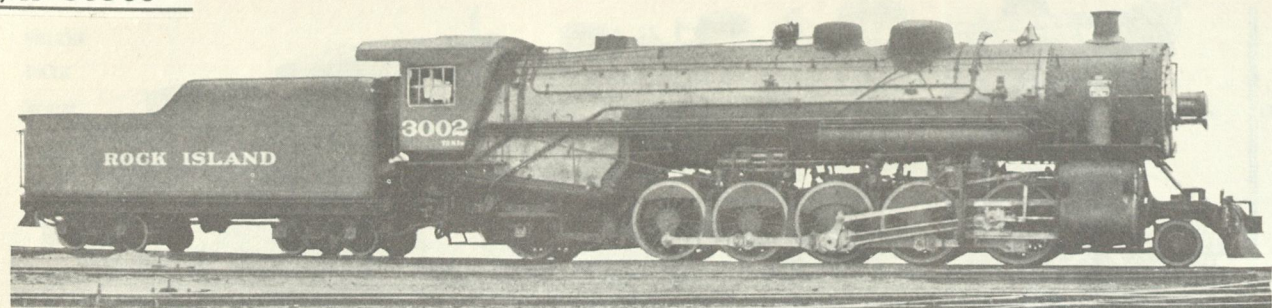
Serve 14 Western States

OVER 8000 MILES OF MODERN RAILROAD

MAP PRINTED
FEB 1, 1933

52





Sold

os. No. Sold Amount

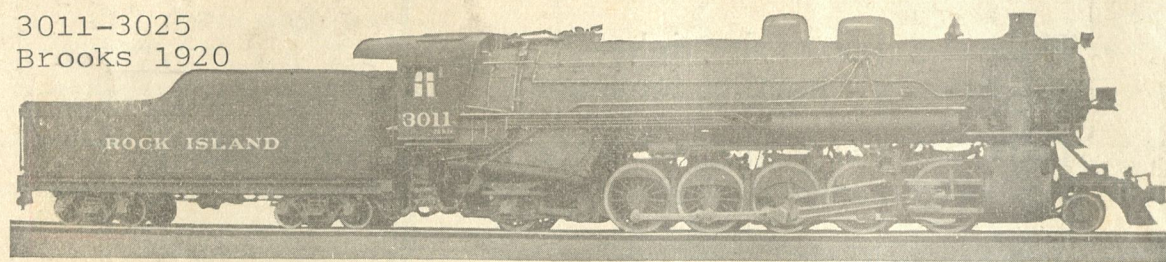
3001-3010 SANTA FE TYPE FREIGHT LOCOMOTIVE Brooks 1918

10 Locomotives like the above are being fired by Duplex Stokers

Cylinders 30 x 32 in.
Driving wheels, diameter..... 63 in.
Steam pressure 185 lbs.
Boiler diameter 84 in.
Tubes, length 21 ft.—3 in.
“ number 226—2¼ in.
“ 46—5½ in.
Heating surface, tubes 4,217 sq. ft.
“ fire box 355 sq. ft.
“ arch tubes 36 sq. ft.
“ total 4,608 sq. ft.
“ superheater 1,185 sq. ft.
Fire box 120 x 96¼ in.

Grate area 80.3 sq. ft.
Wheel base, driving 22 ft.—6 in.
“ engine 41 ft.—3 in.
“ and tender 80 ft.—3 in.
Weight, leading 26,000 lbs.
“ driving 302,500 lbs.
“ trailing 54,500 lbs.
“ engine 383,000 lbs.
“ tender 189,900 lbs.
Tender capacity, water 10,000 gals.
“ coal 16 tons
Maximum tractive power..... 72,000 lbs.
Factor of adhesion..... 4.2

3011-3025
Brooks 1920



Schenectady 1925

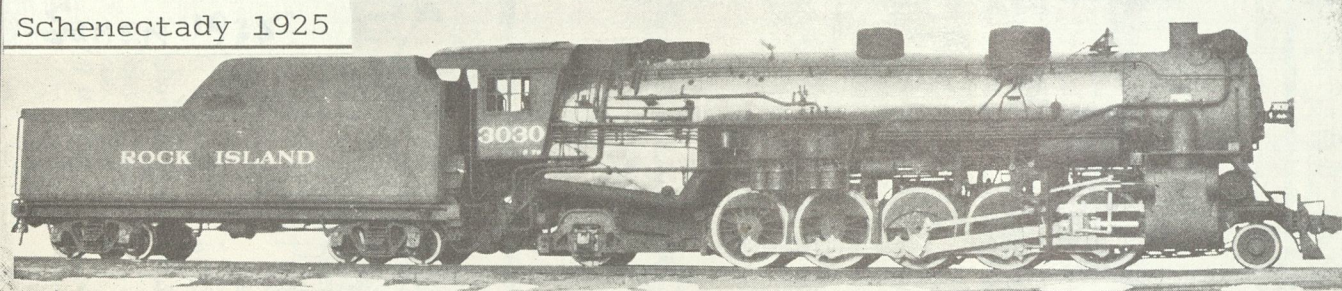
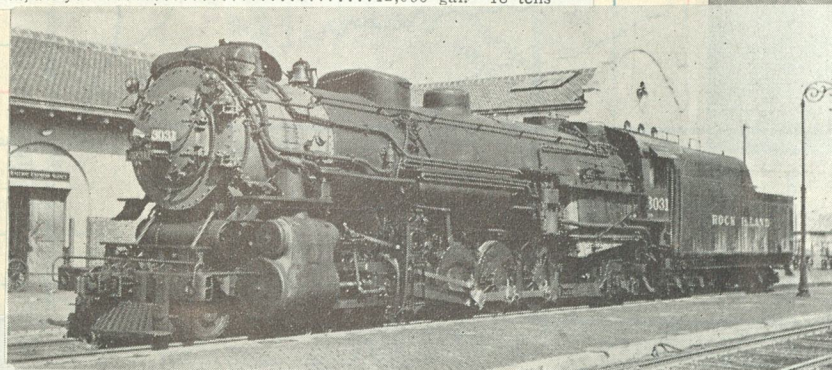


Fig. 109—Chicago, Rock Island & Pacific 2-10-2 (Santa Fe) Type Locomotive for Freight Service. Built by the American Locomotive Company. c/n 66334

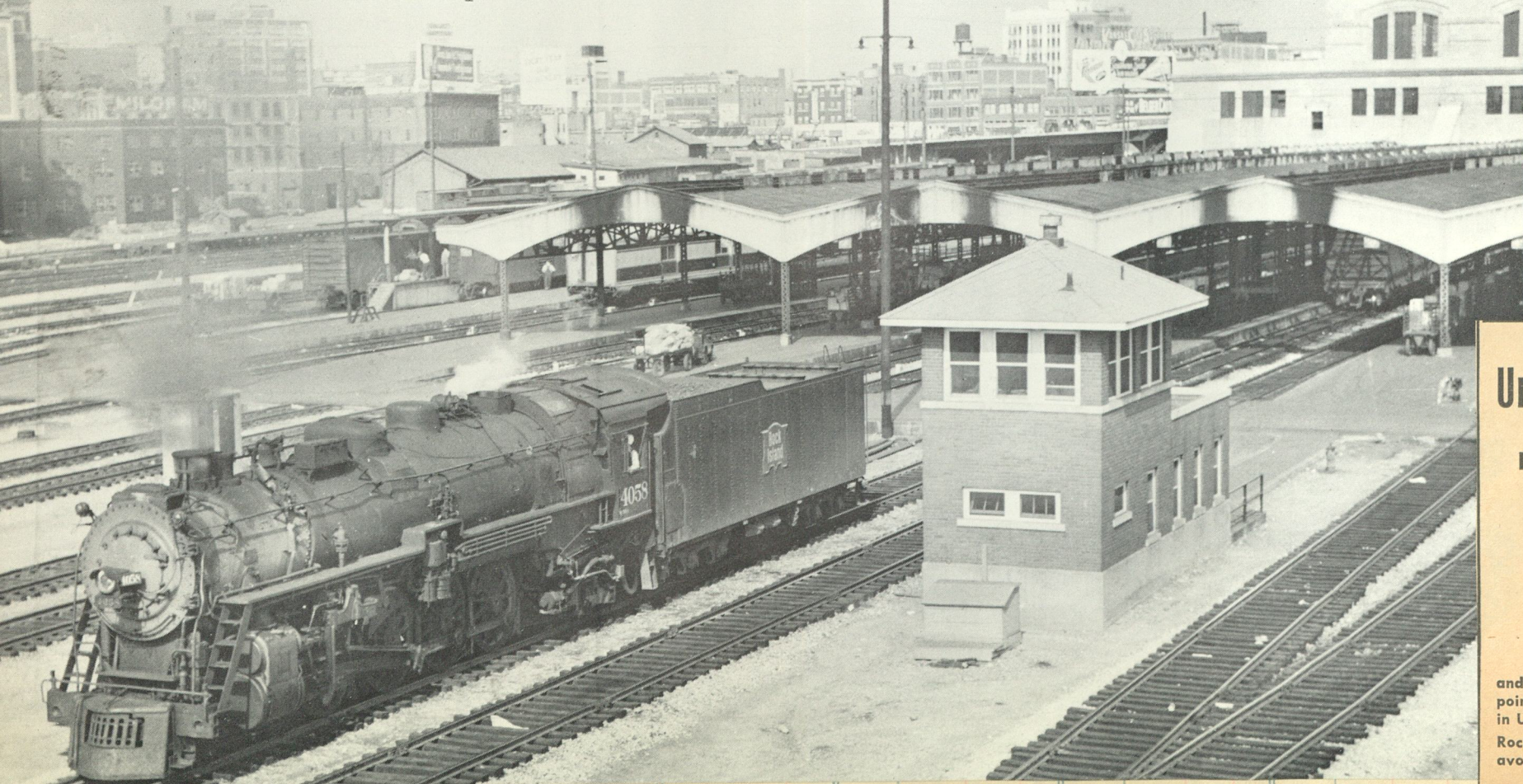
Cylinders, diameter and stroke..... 30 in. x 32 in.
Tractive force..... 77,800 lb.
Cylinder horsepower 3,244 hp.
Drivers, diameter..... 63 in.
Weight on drivers..... 317,500 lb.
Weight on front truck..... 27,000 lb.
Weight on trailing truck..... 60,500 lb.
Total weight of engine..... 405,000 lb.

Driving wheel base..... 22 ft. 6 in.
Total engine wheel base..... 42 ft. 7 in.
Fuel Soft coal
Grate area..... 80.3 sq. ft.
Steam pressure..... 200 lb.
Evaporative heating surface..... 4,940 sq. ft.
Superheating surface..... 1,424 sq. ft.
Tender capacity..... 12,000 gal.—18 tons



Northern 5035 charges thru Flagler, Colo with a westbound extra

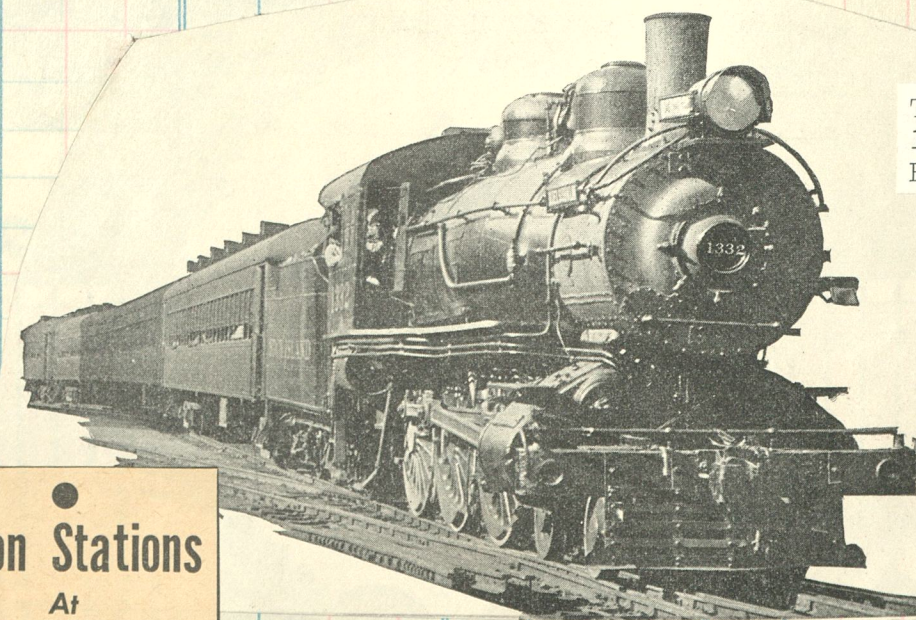
Union Station--Kansas City



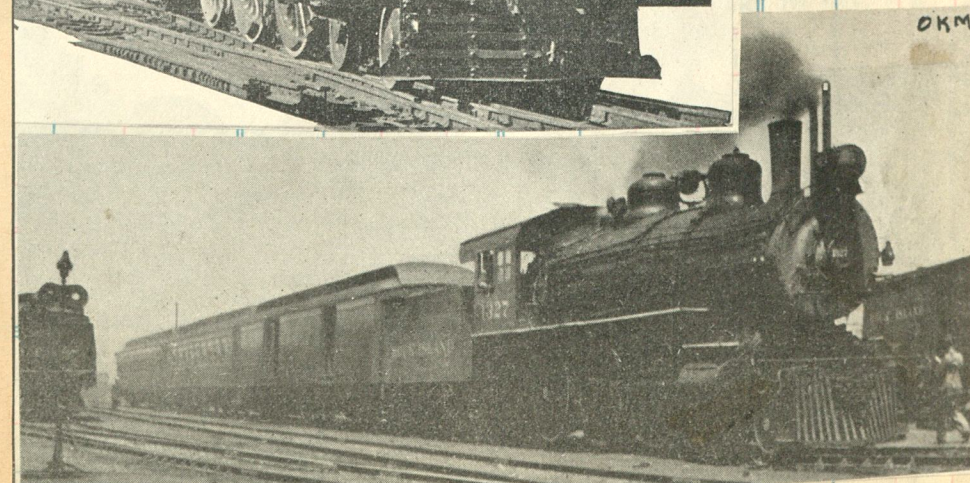
Union Stations

At
Dallas, Denver,
Englewood,
Kansas City,
Omaha,
St. Joseph,
St. Louis,
St. Paul,
Wichita

and many smaller junction
points, connections are made
in Union Stations.
Rock Island passengers thus
avoid cross-town transfers



Two 10 wheelers,
1332 & 1327, blt
Brooks 1902



StL, K.C. & C.

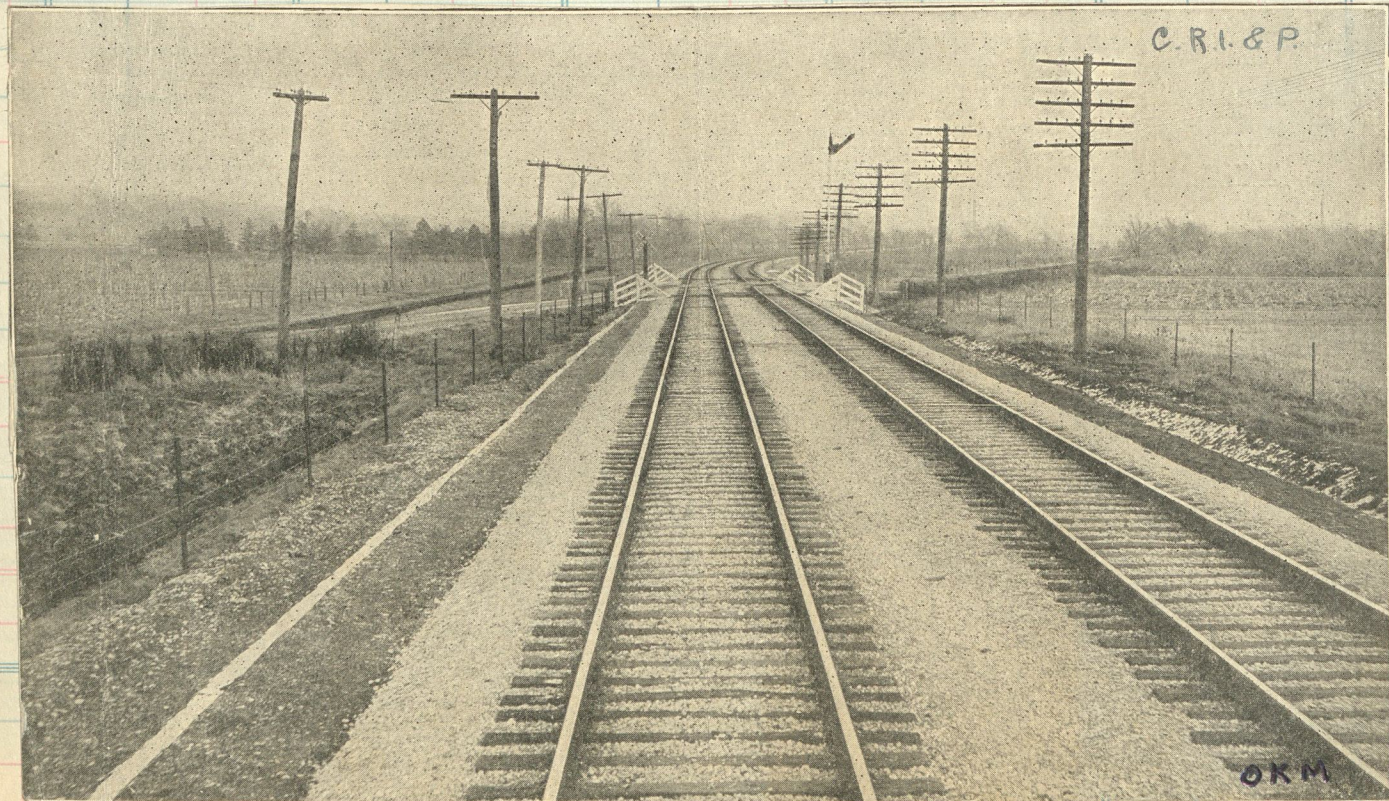
Mls.	STATIONS	Alt.
0	Lv. ST. LOUIS (UN. STA.)	Ar 480
7	CARRY AVE. YARD	635
17	LACKLAND	527
19	MARYLAND HEIGHTS	n 458
22	VIGUS	n 450
26	CREVE COEUR LAKE	n 453
28	HINE	n 456
31	CHESTERFIELD	n 462
36	MONARCH	n 466
37	CENTAUR	n 471
42	OTTTERS	n 521
44	ST. ALBANS	n 521
50	LABADIE	n 521
55	VILLA RIDGE	n 534
64	UNION	551
69	JEFFRIESBURG	n 730
76	BEAUFORT	n 819
78	LESLIE	n 817
85	GERALD	n 891
89	ROSEBUD	n 879
96	OWENSVILLE	n 930
100	CANAAN	n 1038
104	BLAND	n 1017
109	BELLE	n 1023
115	SUMMERFIELD	n 830
118	GASCONDY	n 666
122	FREEBURG	803
129	ARGYLE	716
139	META	605
147	HOECKER	n 593
149	HENLEY	575
154	EUGENE	798
156	ETTERVILLE	n 894
164	ELDON	Lv 925
164	BARNETT	Ar 925
170	MARVIN	n 1012
176	VERSAILLES	n 1000
181	STOVER	n 1048
198	CREST	n 1079
203	COLE CAMP	n 1069
209	IONIA	n 940
215	BRANDON	n 906
220	WINDSOR	n 872
225	BOWEN	n 856
231	LESTON	n 943
234	POST OAK	n 994
239	CHILHOWEE	n 914
244	DENTON	n 864
249	MEDFORD	n 872
257	HADSELL	n 814
262	WINGATE	n 837
267	PLEASANT HILL	n 852
273	GREENWOOD	n 911
276	SOUTH LEE	n 991
282	VALE	n 808
285	RAYTOWN	n 967
292	LEEDS JUNCTION	n 766
300	Ar. KANSAS CITY, MO.	Lv 766



About 40 miles west of St Louis
on line originally built by the
St Louis, Kansas City & Colorado

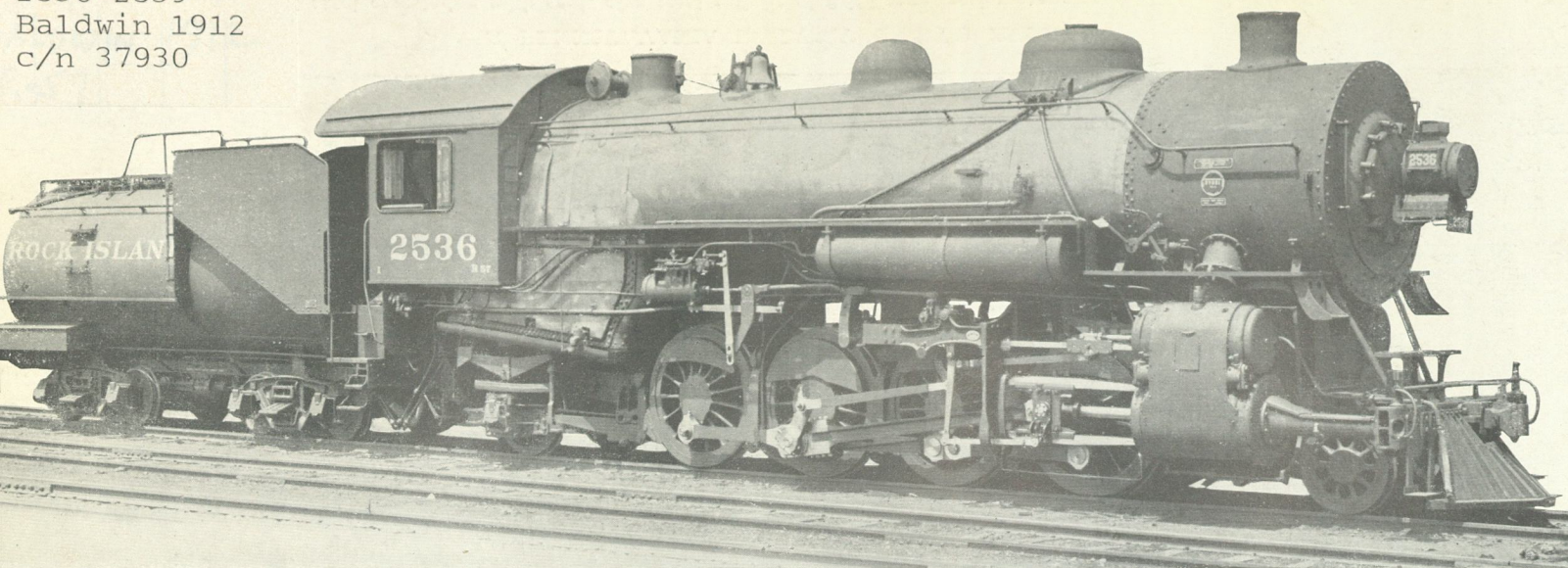
AUTUMN LANDSCAPE NEAR ST. ALBANS, MISSOURI

JACK ZEHRT



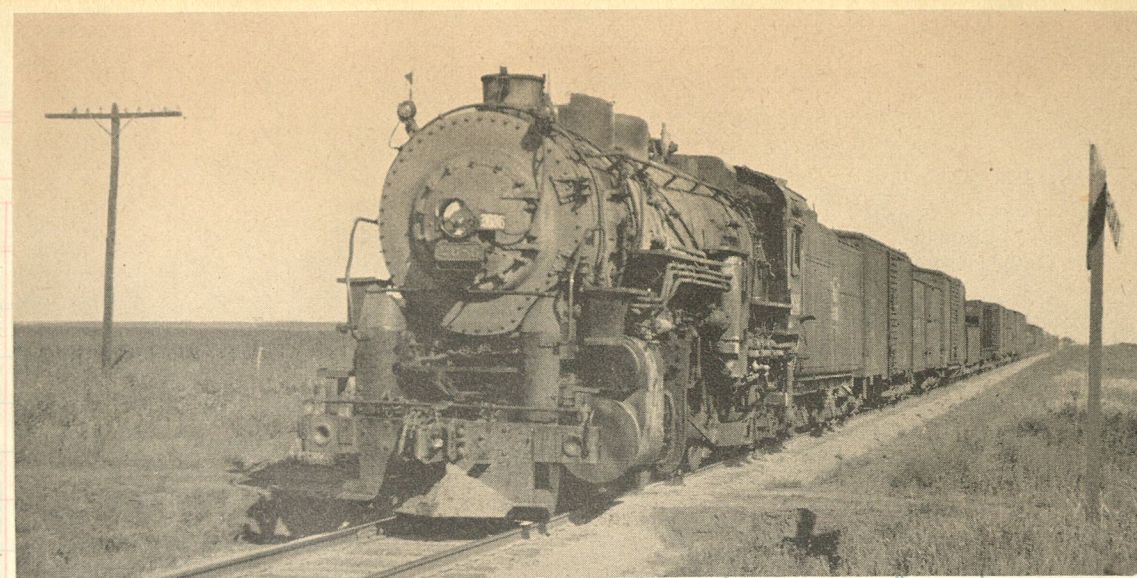
100 Pound Steel Rail—Rock Ballasted Roadbed

2530-2539
Baldwin 1912
c/n 37930

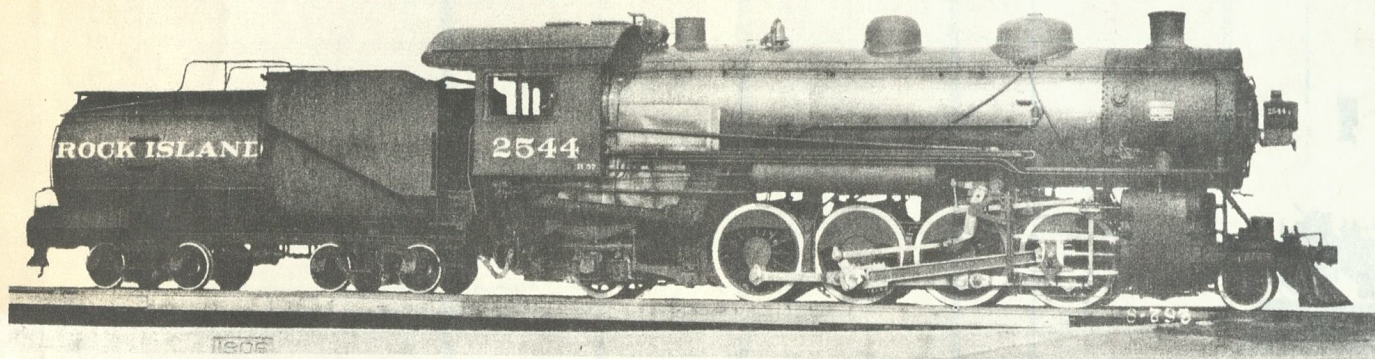


A POWERFUL BALDWIN "MIKADO" (2-8-2).

One of the largest of its type yet built for freight service on the Chicago, Rock Island and Pacific Railway. The locomotive complete weighs 240 tons. The Vanderbilt cylindrical water tank carries 9,000 gallons.



Mike 2686 leads tonnage thru "Indian Country" near Elk City, Okla.

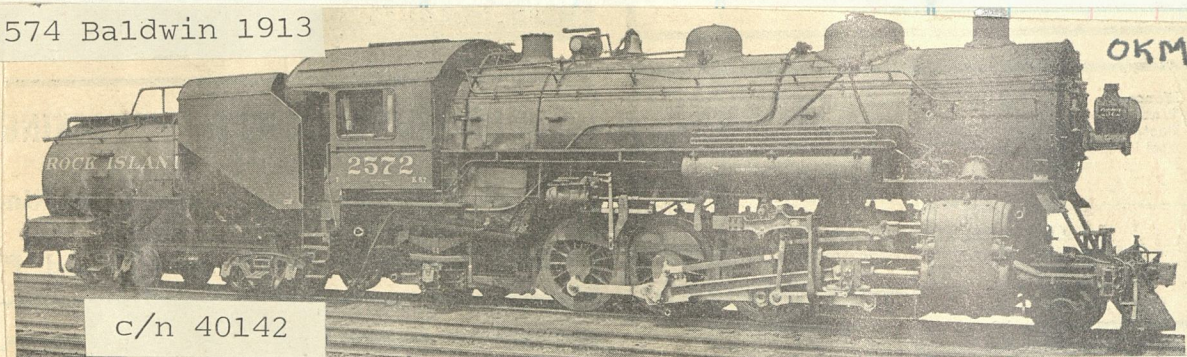


2540-2549

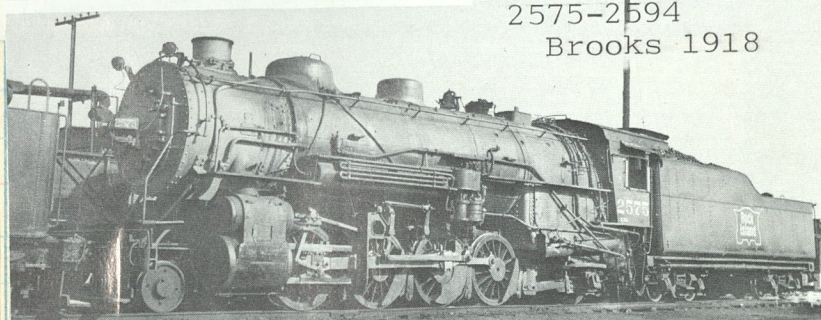
c/n 51174

Schenectady 1912

2555-2574 Baldwin 1913



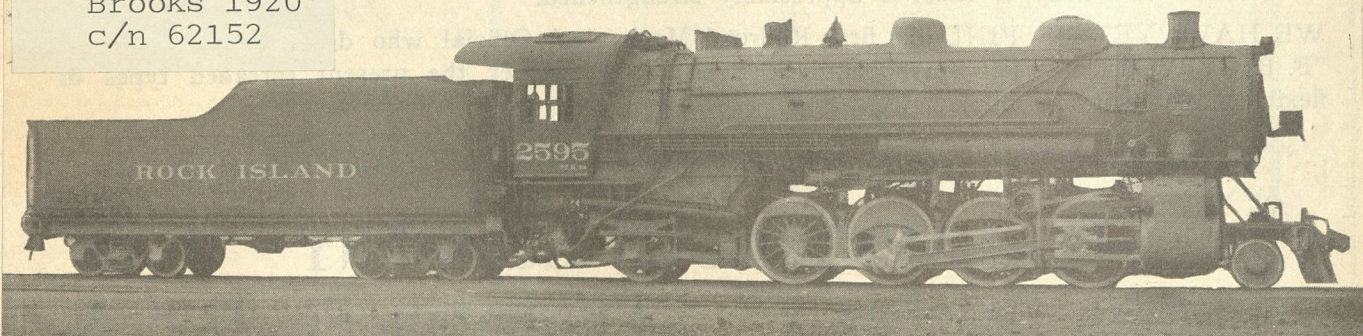
c/n 40142



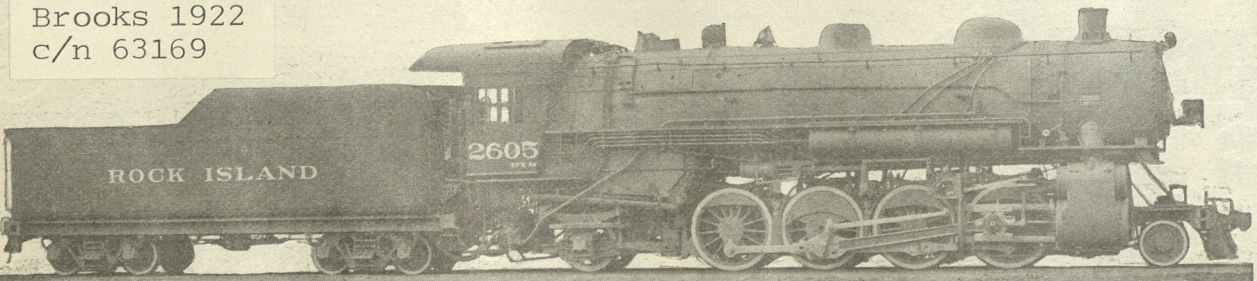
2575-2594

Brooks 1918

2595-2604
Brooks 1920
c/n 62152



2605-2618
Brooks 1922
c/n 63169



Total Weight of Engine, 332,000 pounds; Weight on Driving Wheels, 246,000 pounds; Diameter of Driving Wheels, 63 inches; Boiler Pressure, 180 pounds; Cylinders, 28 x 30 inches; Maximum Tractive Power, 57,100 pounds.

2689-2713
Schenectady 1927

c/n 67239

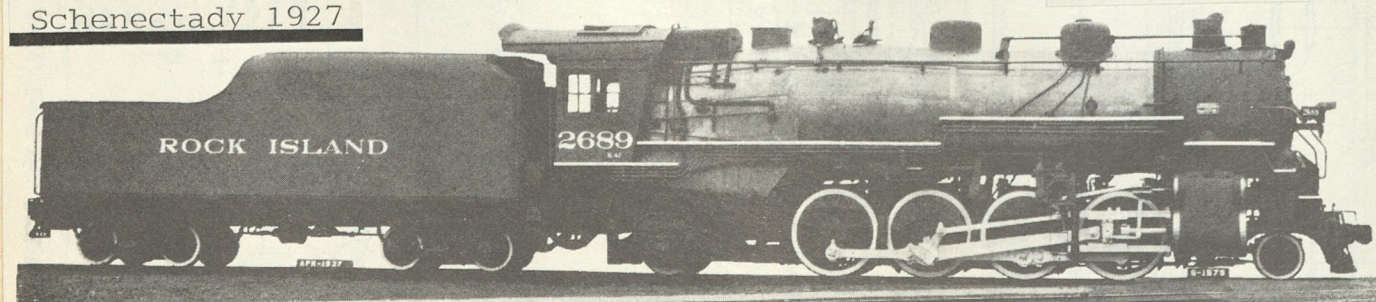


Fig. 76—Chicago, Rock Island & Pacific 2-8-2 (Mikado) Type Locomotive for Freight Service. Built by the American Locomotive Company.

Cylinders, diameter and stroke.....28 in. x 30 in.
Tractive force.....66,570 lb.
Cylinder horsepower.....2,963 hp.
Drivers, diameter.....63 in.
Weight on drivers.....257,500 lb.
Weight on front truck.....31,500 lb.
Weight on trailing truck.....58,000 lb.
Total Weight of engine.....347,000 lb.

Driving wheel base.....17 ft. 0 in.
Total engine wheel base.....36 ft. 2 in.
Fuel.....Soft coal
Grate area.....63 sq. ft.
Steam pressure.....210 lb.
Evaporative heating surface.....3,486 sq. ft.
Superheating surface.....1,105 sq. ft.
Tender capacity.....10,000 gal., 16 tons



With the Front Range of the Rockies in the background, one of the 63L class 2-8-2's takes the Colorado Springs section of the "Rocky Mtn Rocket" out of Monument Creek valley on the run to Limon and connection with the east bound section from Denver

DINING CARS

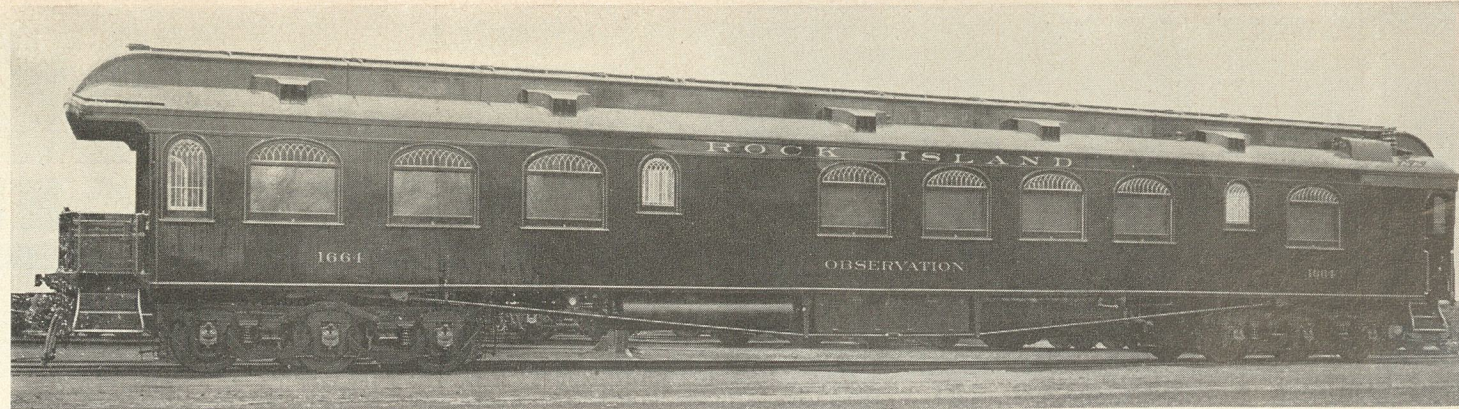
AIR-CONDITIONED

serving all meals at most reasonable prices are attached to the following trains:

Nos. 1; 3 and 4; 7 and 8; 10, 16, 45, 50, 59, 207, 208, 210 and 213.—Cafe Lounge Cars; Nos. 5 and 6, 11 and 12, 14, 19, 20 Rock Island to Chicago, 23 Chicago to Rock Island and Des Moines to Omaha, 41-42 between Memphis and Little Rock, 51 and 52, 111 and 112, Lounge Dining Sleeping Cars Nos. 14, 32, 31, 17 and 18,—17 between Minneapolis and Dallas—61 and 62 between Minneapolis and Burlington.

*Rock Island Meals—
"The Best on Wheels"*

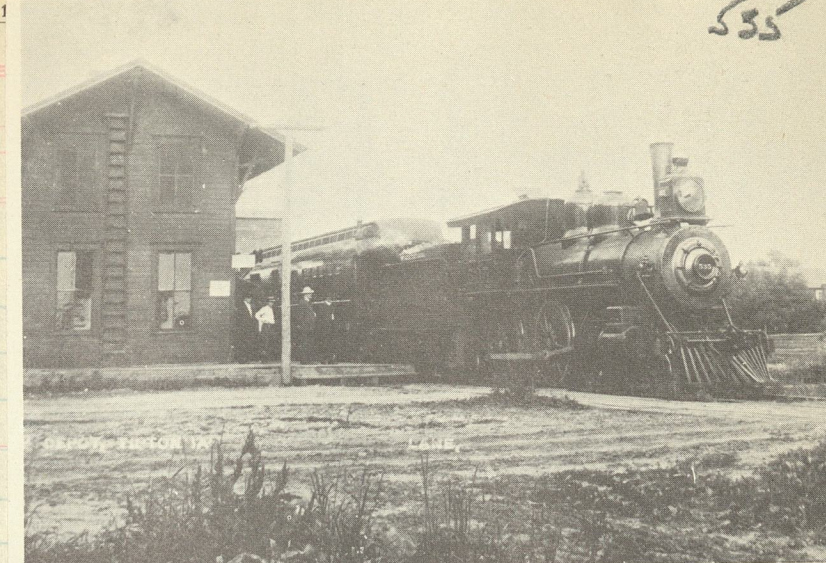
Clos. No. Sold Amo



7-47 1

Sold

535



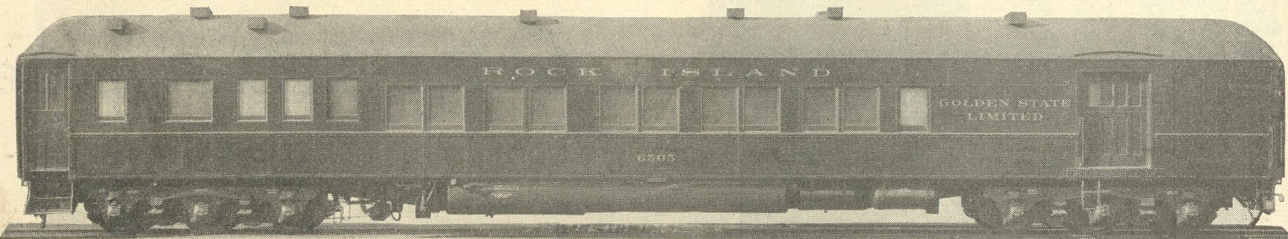
A Chicago, Rock Island Railroad passenger train at Tipton, Iowa. Date Unknown.

Anyone for an Antonio y Cleopatra?

PRIOR to World War I a razor-keen competition for the Chicago-Denver business existed. Each rival road had its *Colorado Special* or *Colorado Limited*. For the summer of 1909 Rock Island placed brand-new equipment in service on trains 7 and 8, the *Rocky Mountain Limited*. A westbound traveler was

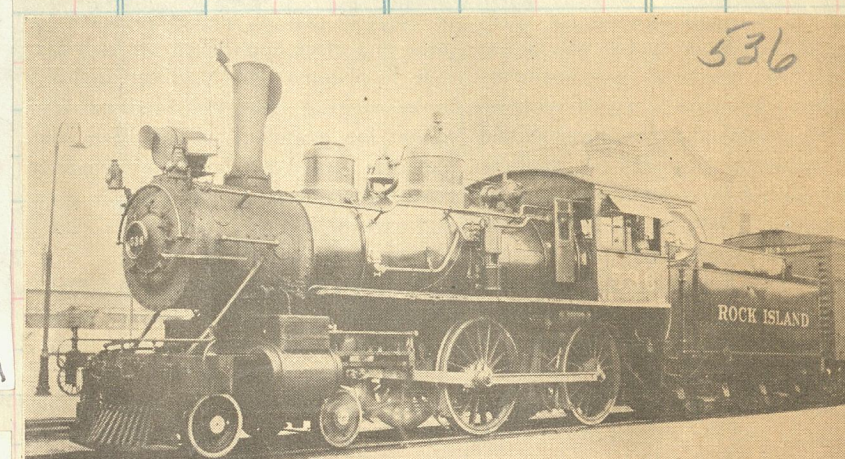
greeted in the then new La Salle Street Station in Chicago by the brass rail end of 1664 backed into the terminal. After depositing his luggage in his Pullman, he began to inspect what would be his home for 31 hours. He soon found his way into library-buffet-observation car 1664, then into its paneled smoking room.

Pullman 1925



Gentlemen's Lounge in the Observation Club Car OKM

536



#535 & 536 b1t by CRI&P 1886



Stables at El Reno, Okla

23 stalls 100° turntable

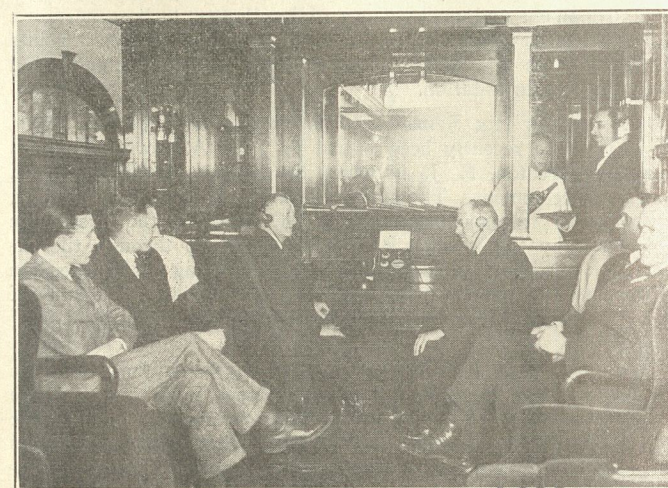
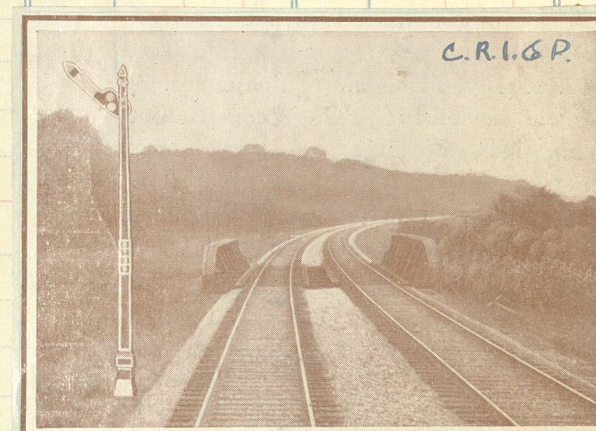


Photo by Underwood & Underwood

A Radio Telephone on the Rocky Mountain Limited, C. R. I. & P.

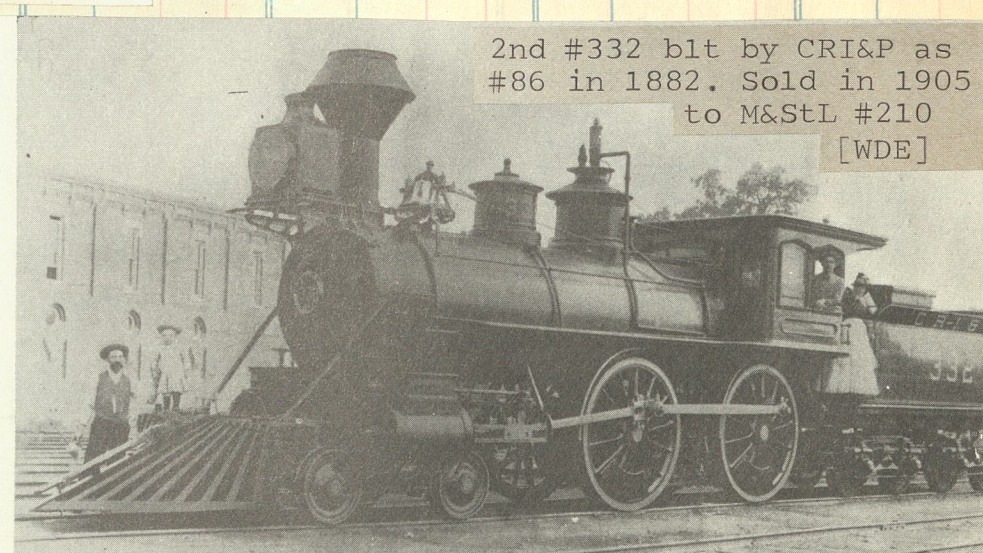


Steel Rails, Rock Ballast, Block Signals OKM



Observation Salon in the Club Car

OKM



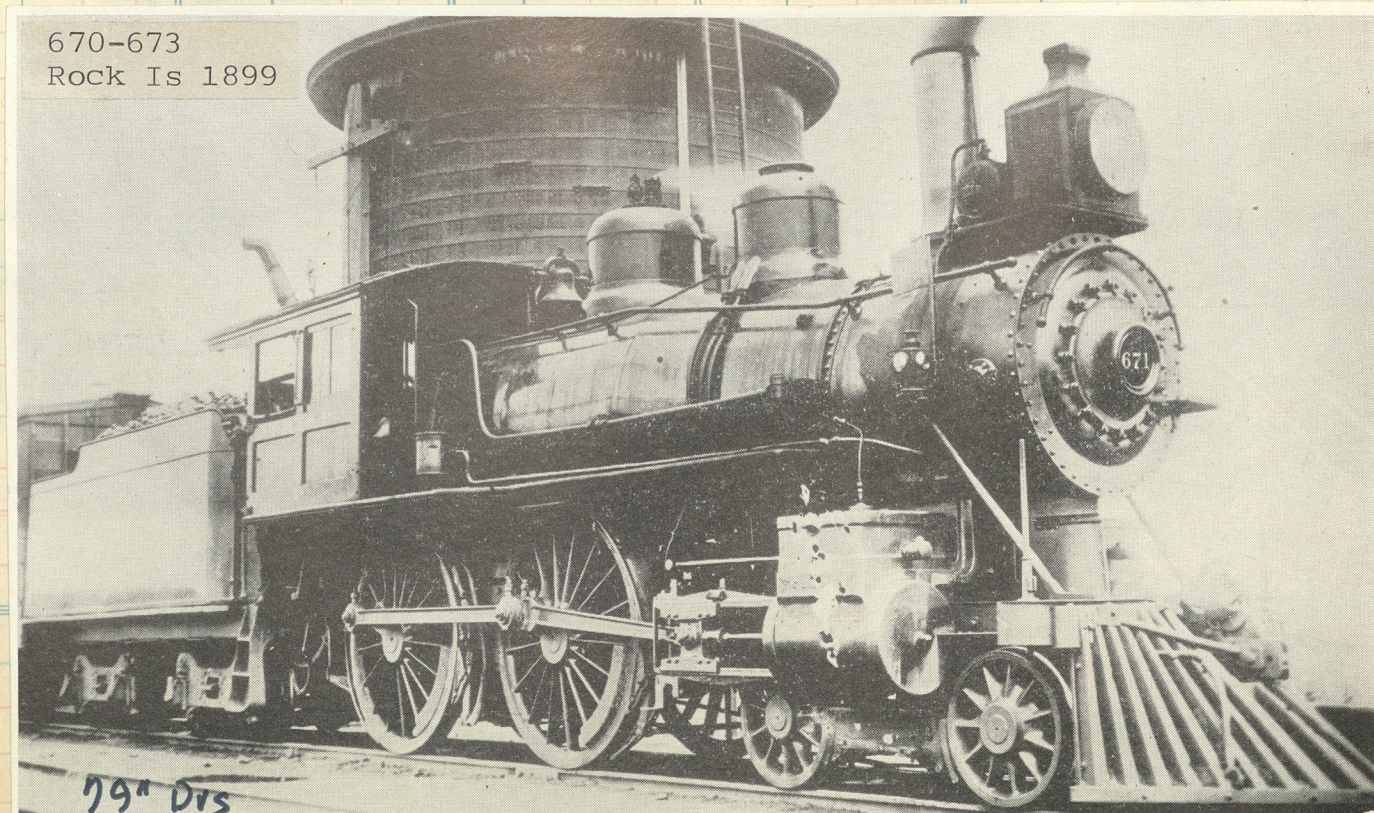
2nd #332 b1t by CRI&P as #86 in 1882. Sold in 1905 to M&StL #210 [WDE]



Sheffield, Illinois

On the main line 136 miles west of Chicago. Train could be #1, a local that made all stops from Chicago to Des Moines.

670-673
Rock Is 1899



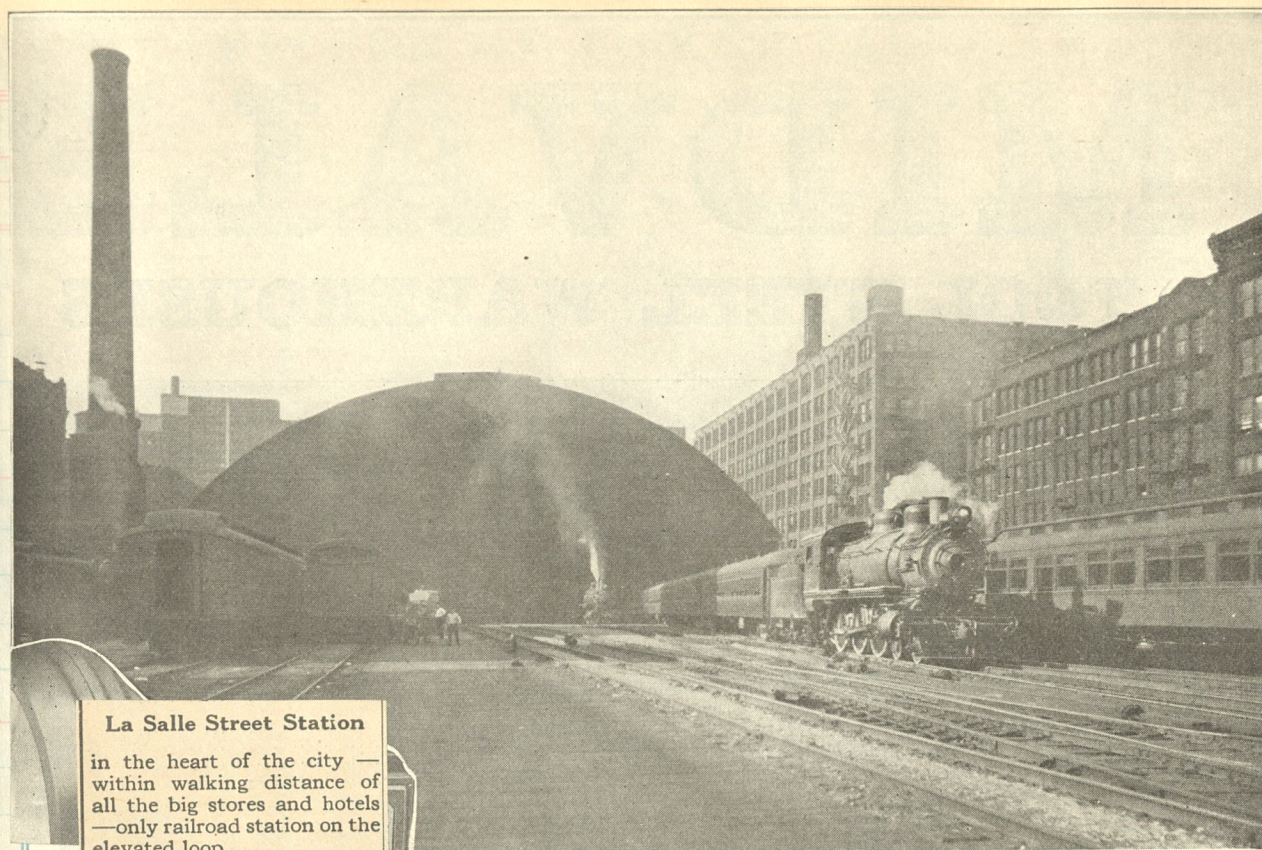
79° DTS



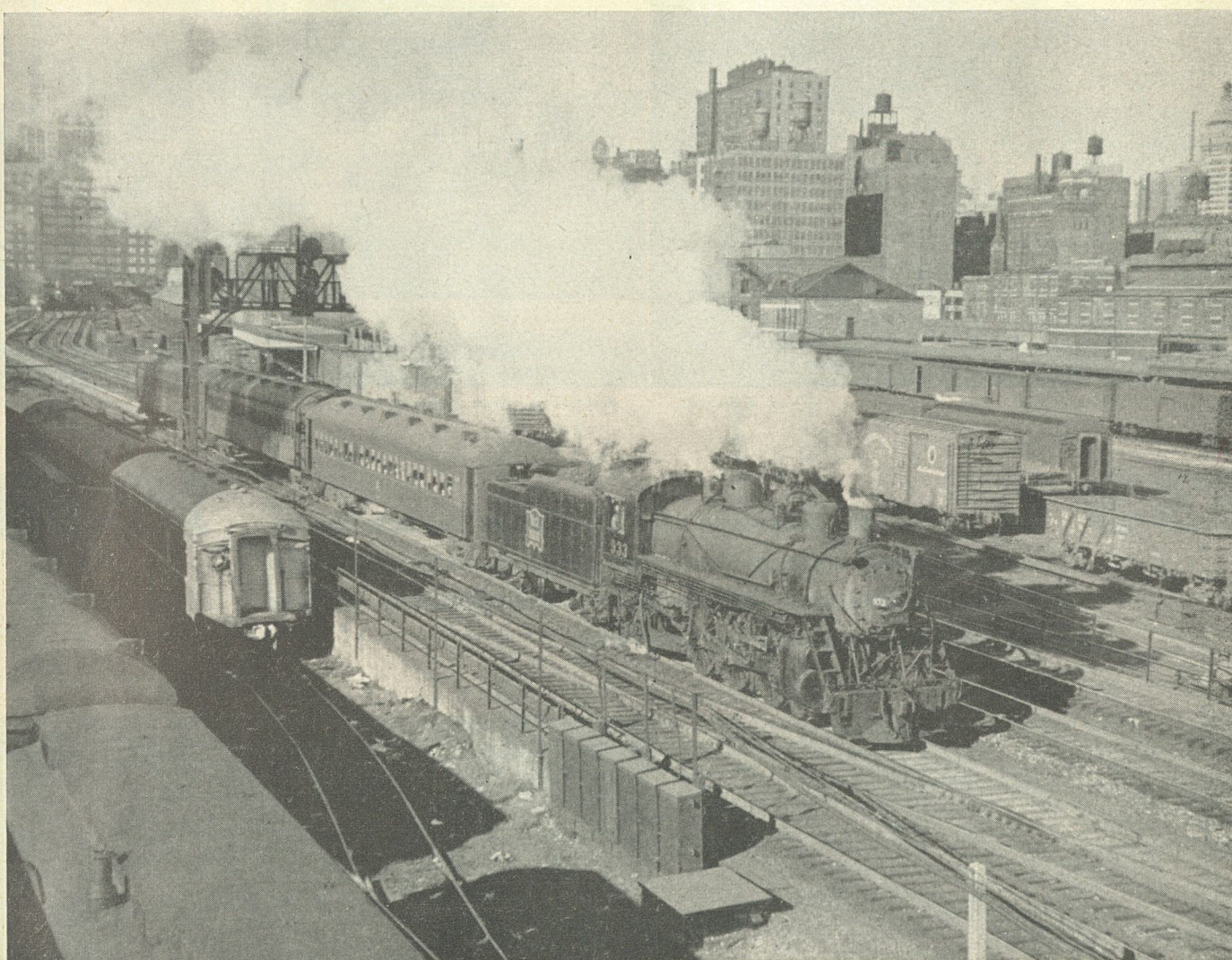
CHICAGO, ILLINOIS (1872) Michigan Southern and Rock Island

After the great fire, the station was immediately rebuilt with some changes which can be noted by comparing the two pictures. The new opening was on October 25, 1872, and the train shed was converted to a temporary "coliseum" for forty-eight hours to present a series of Jubilee Concerts by Gilmore's Band in commemoration of the rehabilitation of the city. This is also known as La Salle Street Station.

Rock Island Lines.



La Salle Street Station
in the heart of the city —
within walking distance of
all the big stores and hotels
—only railroad station on the
elevated loop.



A Blue Island local gets out of La Salle Street Station, Chicago.

Bob Borcherting.

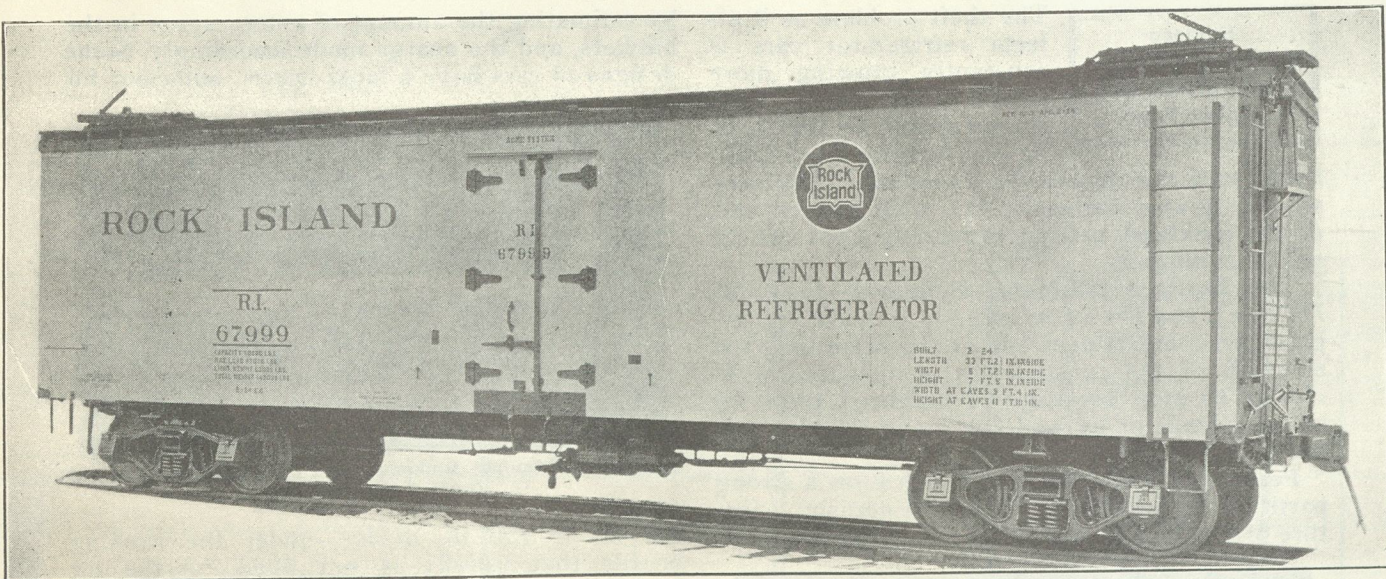
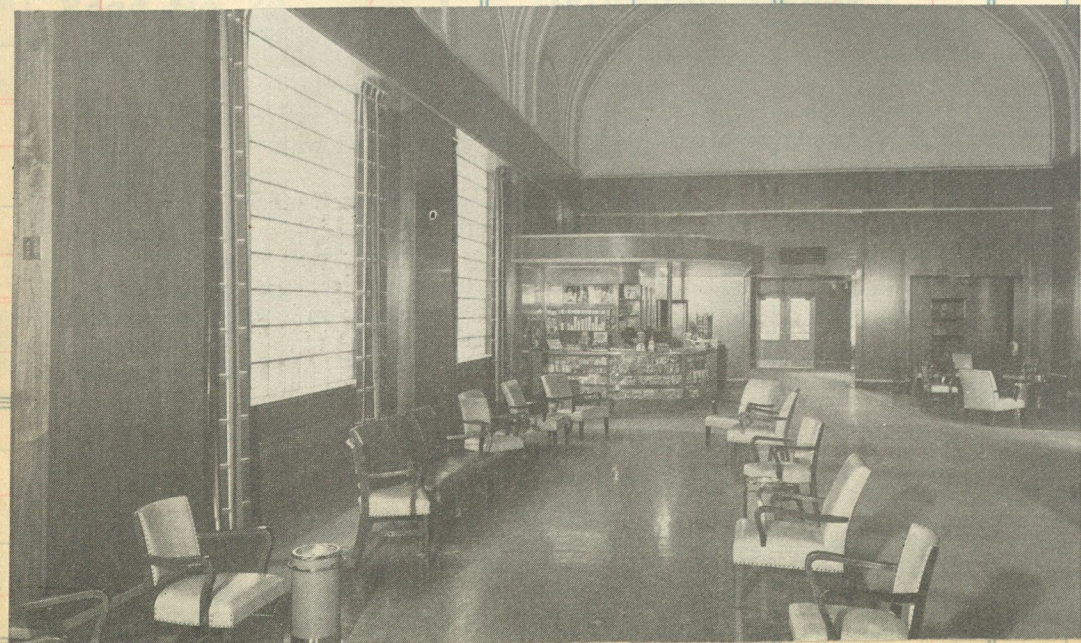


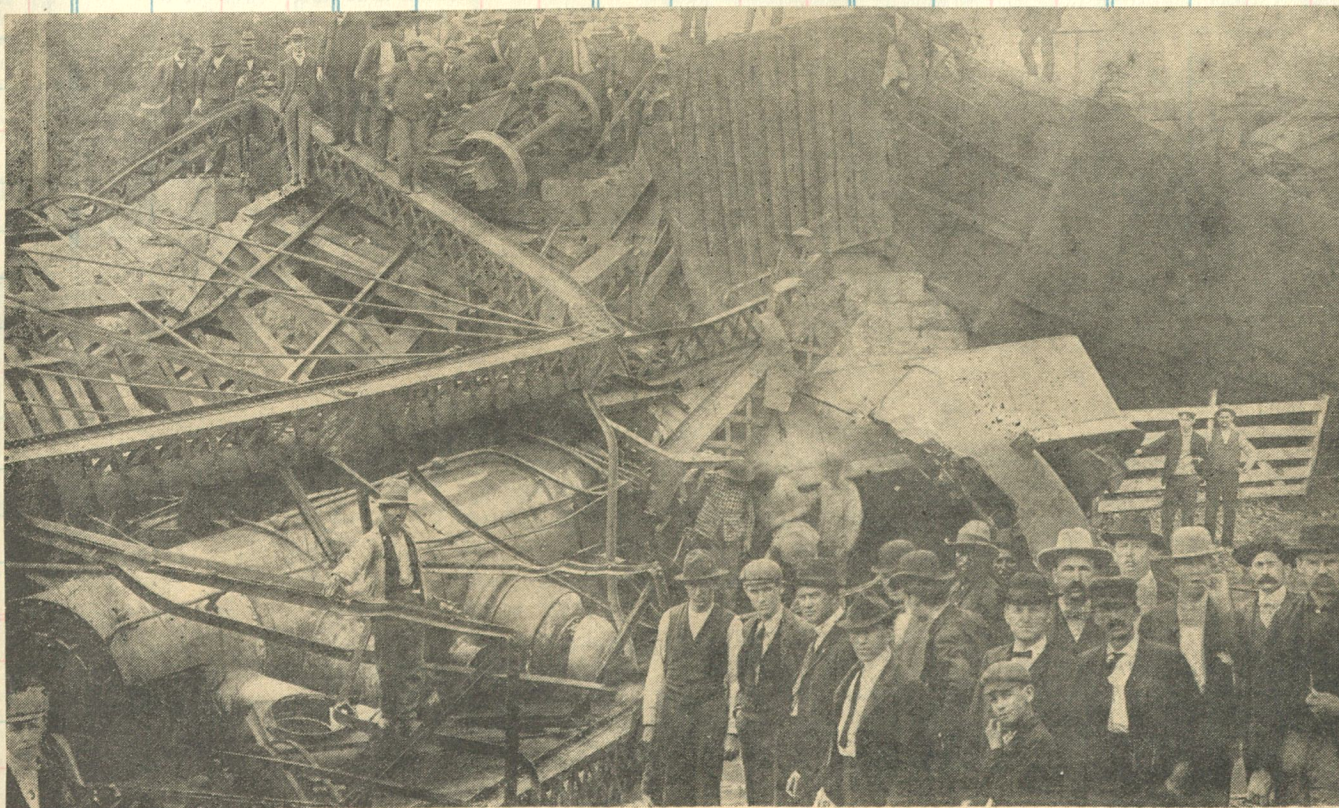
Fig. 77—Ventilated Refrigerator Car of 40-Ton Capacity. Built for the Chicago, Rock Island & Pacific by the General American Car Company.

67750-67999

Inside length between bulkheads.....	33 ft. 2 3/4 in.	Capacity	80,000 lb.
Inside width	8 ft. 2 3/4 in.	Maximum load.....	87,000 lb.
Inside height	7 ft. 5 in.	Light weight.....	53,000 lb.



General View of
the Modernized
Waiting Room of
the Des Moines
Station, Showing
the Glass Block
Panels in the
North Wall and
the News-stand
in the Northeast
Corner

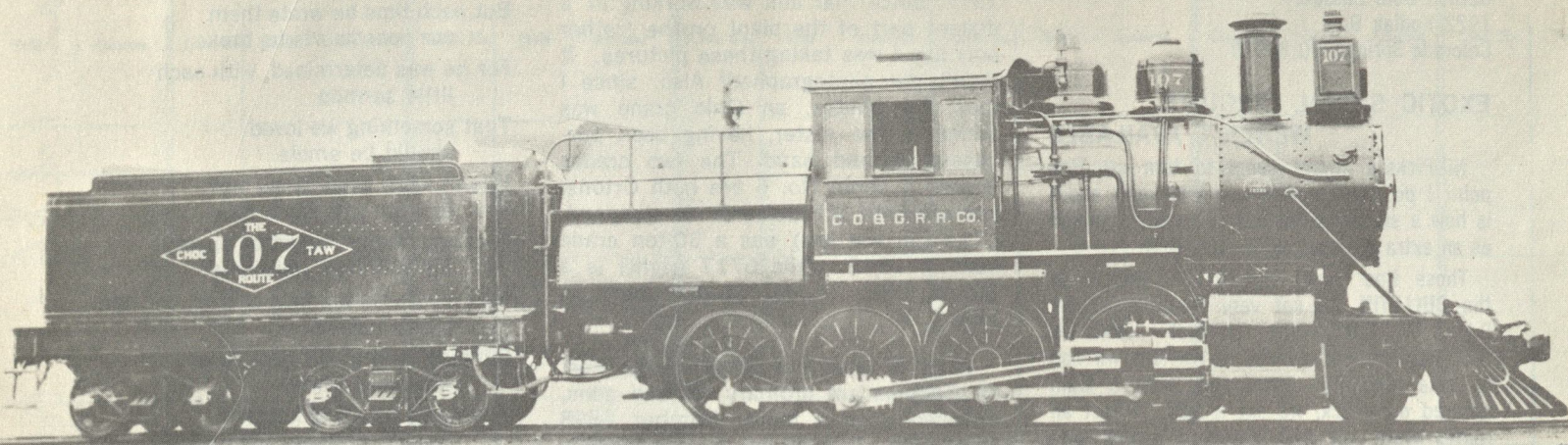


Geo. F. Miller

WHEN LOCOMOTIVE OF CHOCTAW, OKLAHOMA & GULF LINE JUMPED TRACK
it is believed this wreck took place in 1897 near Hot Springs, Ark. Engine jumped the track on approaching the bridge. The bridge was torn down by the impact and engine became a twisted mass.

CHOCTAW, OKLAHOMA & GULF

Baldwin 1902
c/n 20280
Renod RI 1890



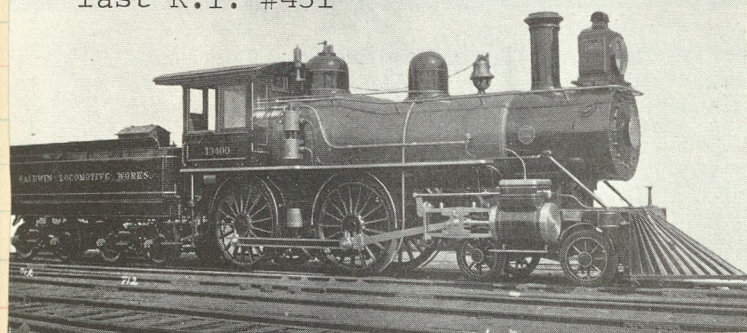
#1889, org CO&G #101,
Baldwin 1901 c/n 19066



Ex C.O. & G. #8
Baldwin 1895
c/n 14218

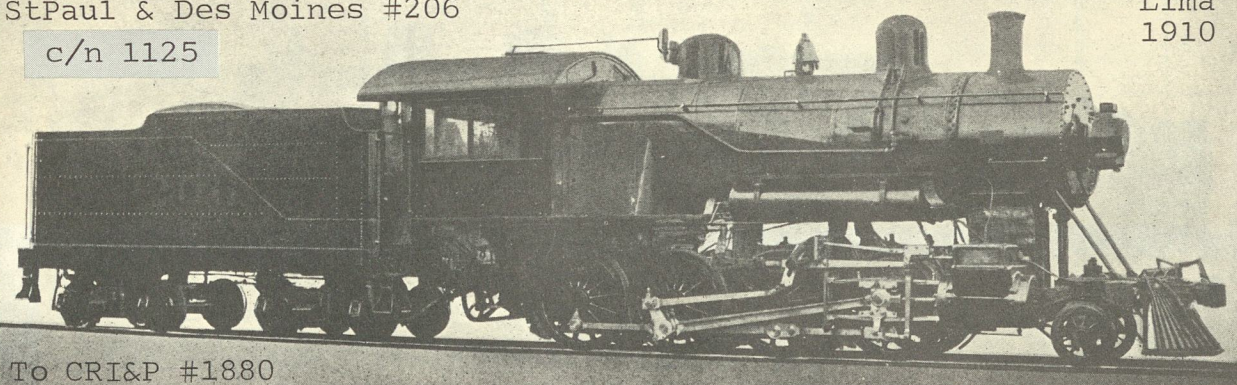
On Rock Island's Griswold Branch.

BLW 13400 b1t 1894-to CO&G #16,
last R.I. #431



#1812 Baldwin 1899
c/n 17087 ex CO&G 45

StPaul & Des Moines #206
c/n 1125

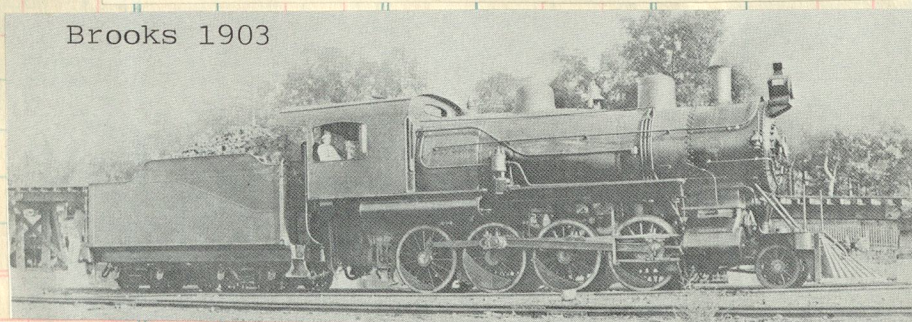


To CRI&P #1880

Lima
1910

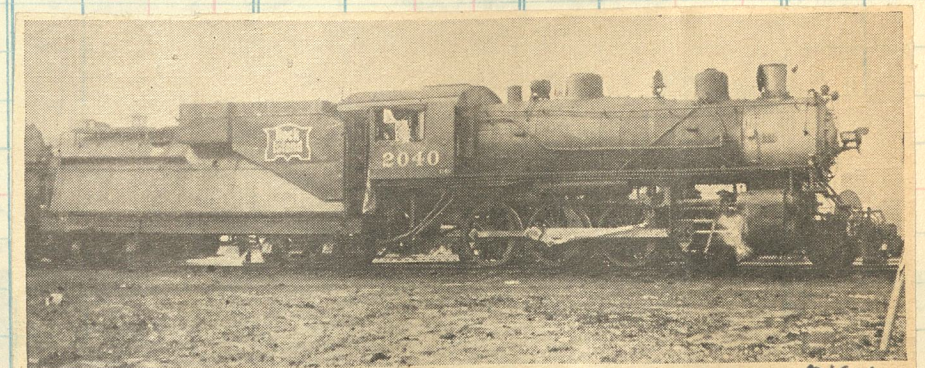
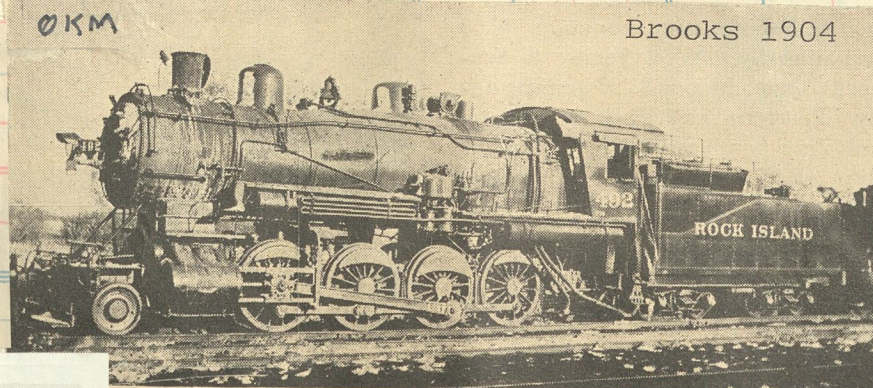
Fig. 52—Consolidation (2-8-0) Locomotive for Freight Service. Built for the Chicago, Rock Island & Pacific by the Lima Locomotive Corporation. Cylinders, 20 in. x 28 in. Working Steam Pressure, 200 lbs. per sq. in. Diameter of Drivers, 56 in. Tractive Effort, 34,000 lbs. Heating Surface—Tubes, 2,244 sq. ft.; Firebox, 149 sq. ft.; Total, 2,393 sq. ft. Grate Area, 48 sq. ft. Rigid Wheel Base, 15 ft. Total Engine Wheel Base, 23 ft. Weight on Drivers, 146,000 lbs. Total Weight of Engine, 166,000 lbs. Fuel, Soft Coal.

Brooks 1903



OKM

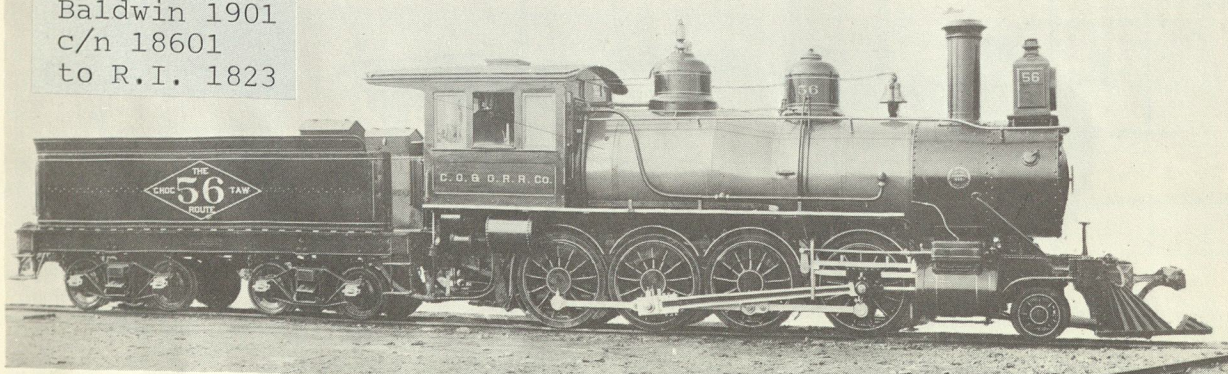
Brooks 1904



ROCK ISLAND RAILROAD'S LOCOMOTIVE 2040

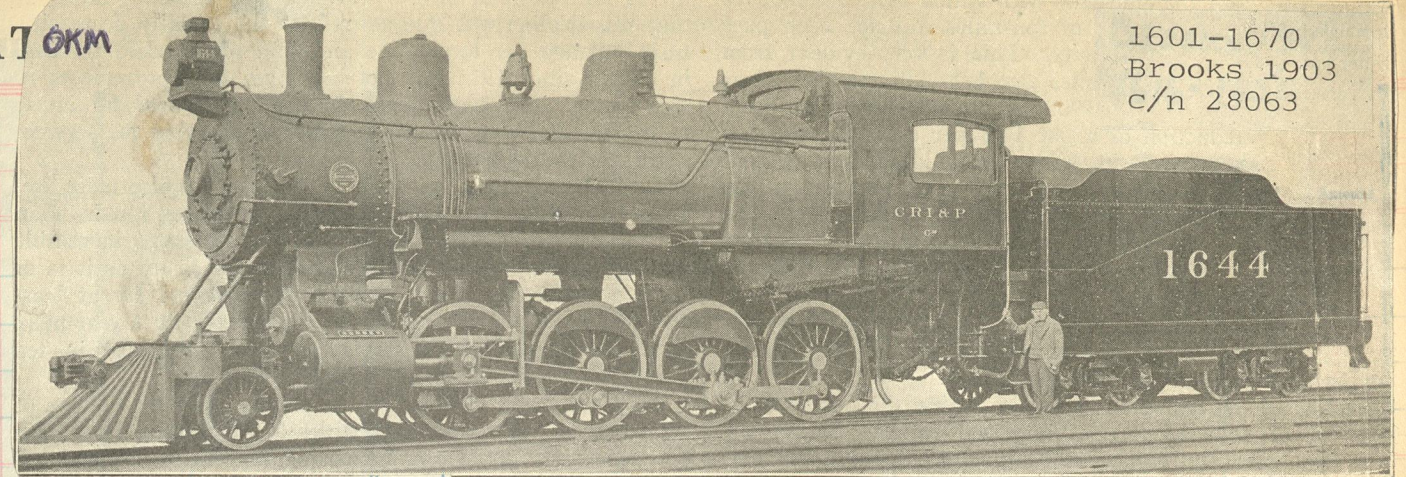
OKM

Baldwin 1901
c/n 18601
to R.I. 1823



Choctaw, Oklahoma & Gulf #56,

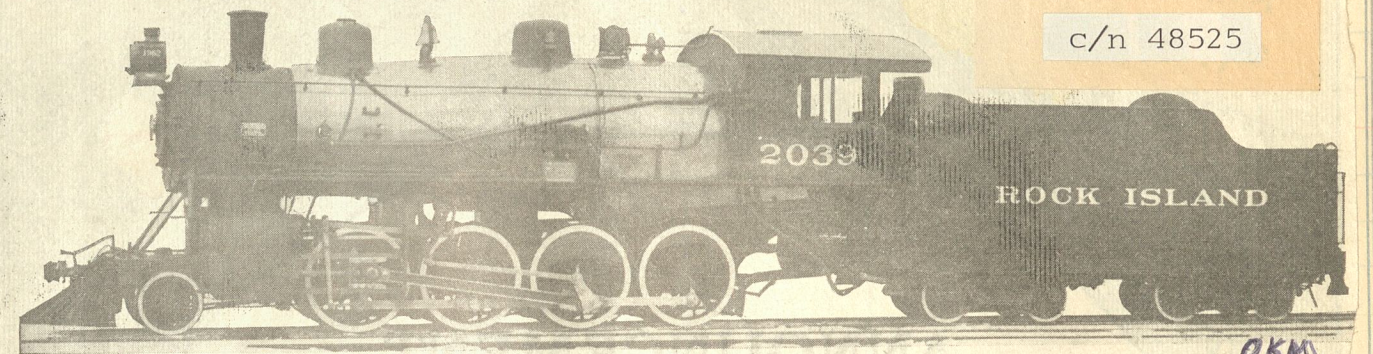
OKM



1601-1670
Brooks 1903
c/n 28063

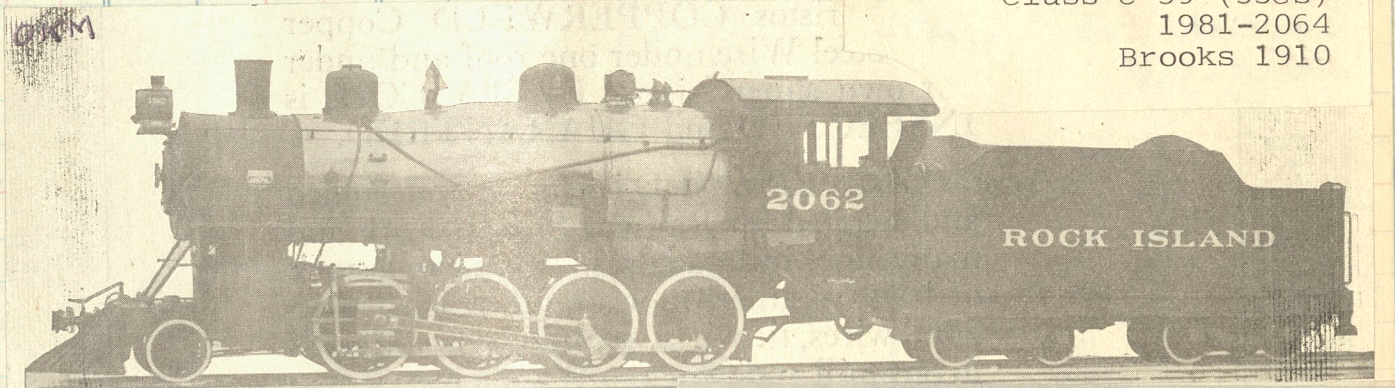
A Typical Freight Locomotive of 1903

c/n 48525

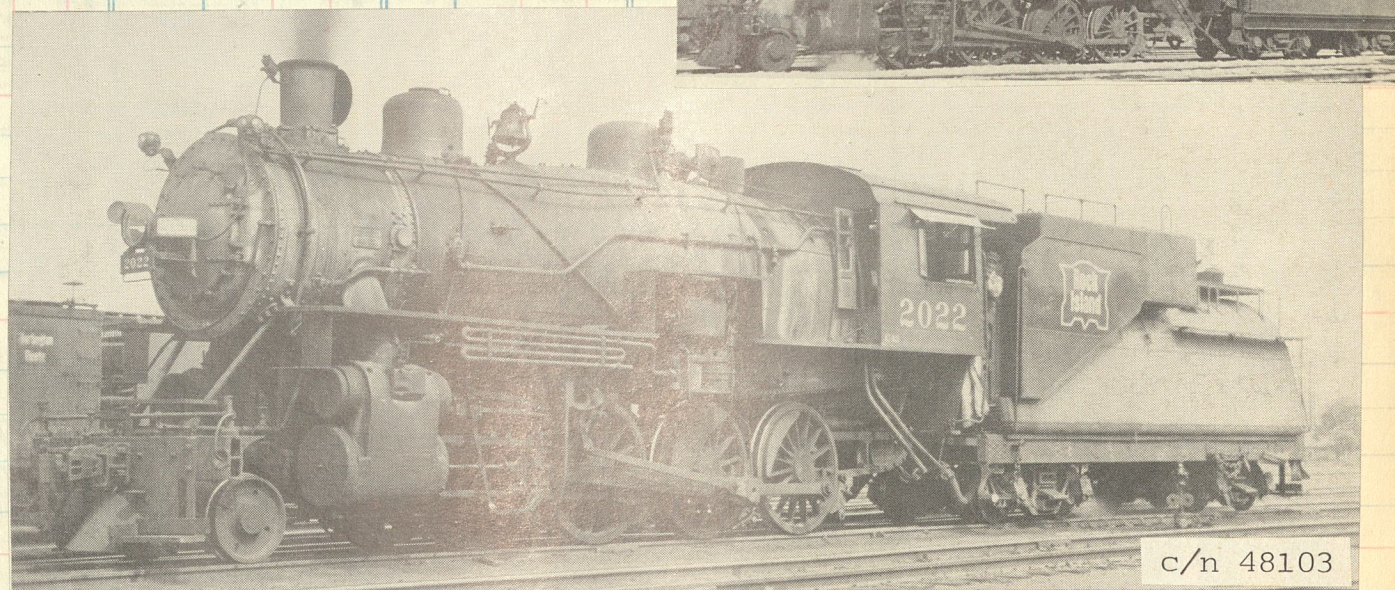
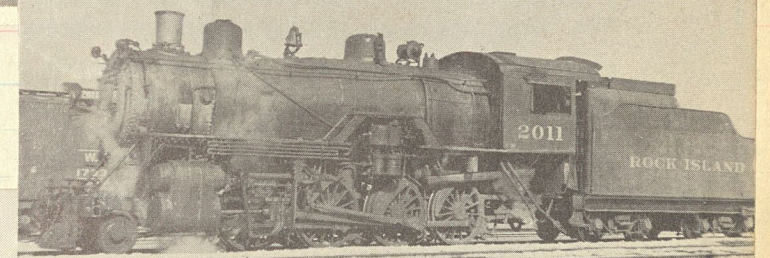


OKM

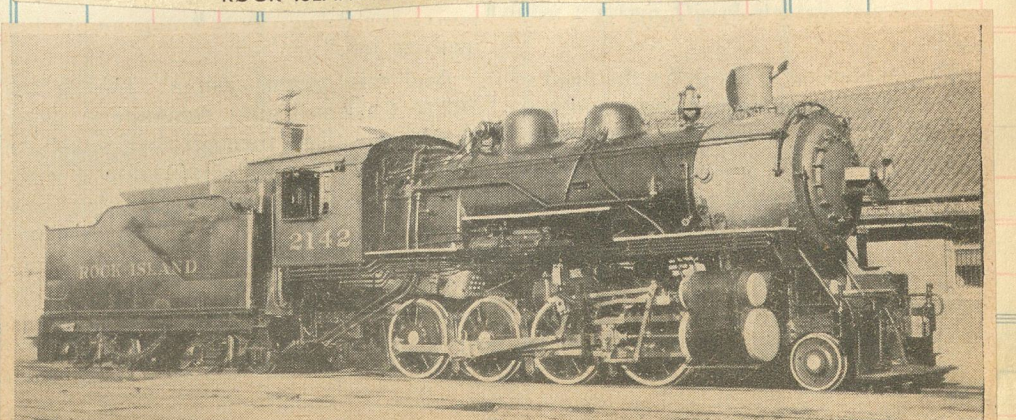
Class C-39 (55Gs)
1981-2064
Brooks 1910



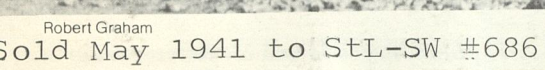
c/n 48548



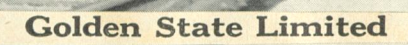
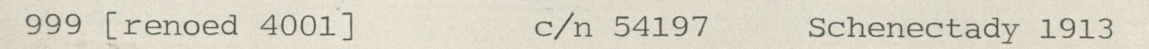
c/n 48103



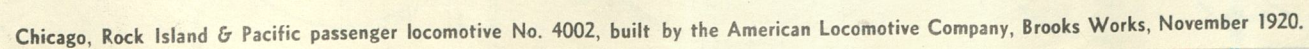
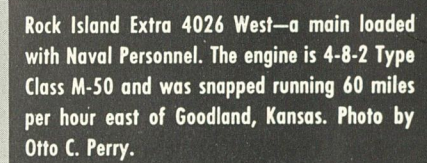
The 2142, Schenectady 1907 c/n 43847, was one of fourty five 2-8-0's purchased from the Frisco. Org StL-SF nos 1290 (1251-1295) to R.I. 2100-2144.



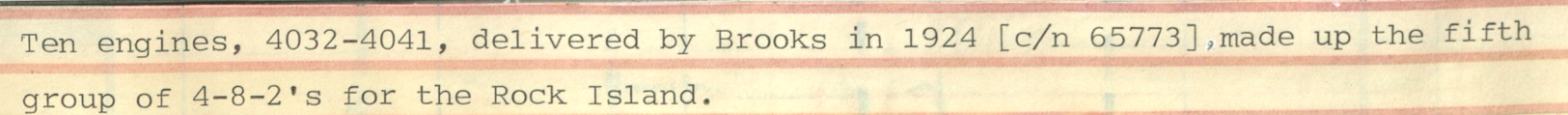
CRI&P 4031, Herington, Kansas, September 29, 1934



Note the distinctive style of the lower quadrant block signals.



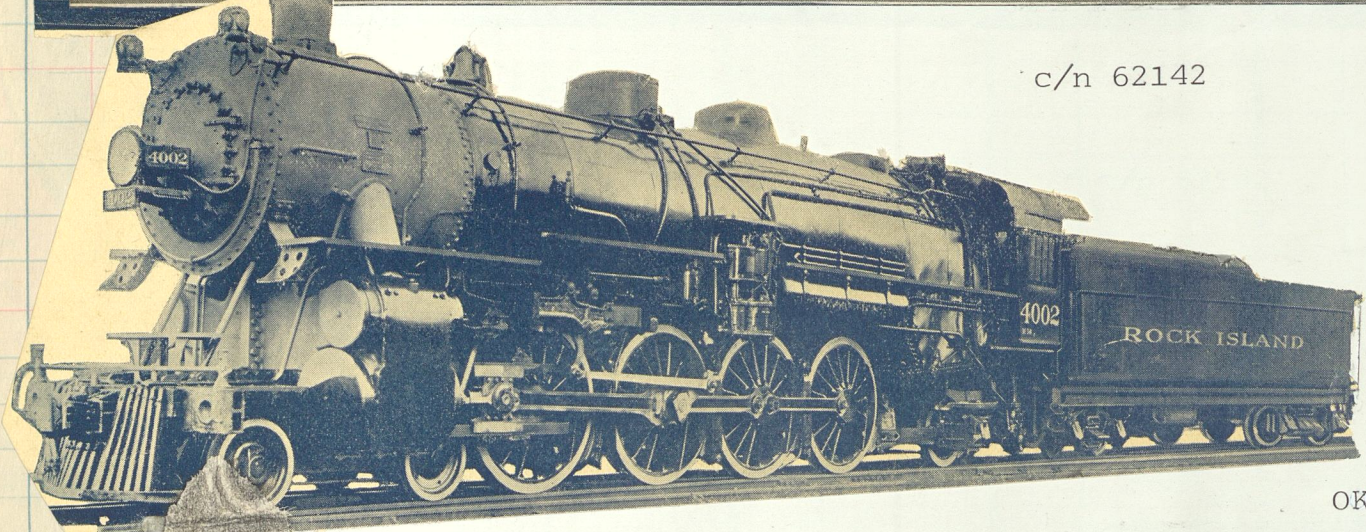
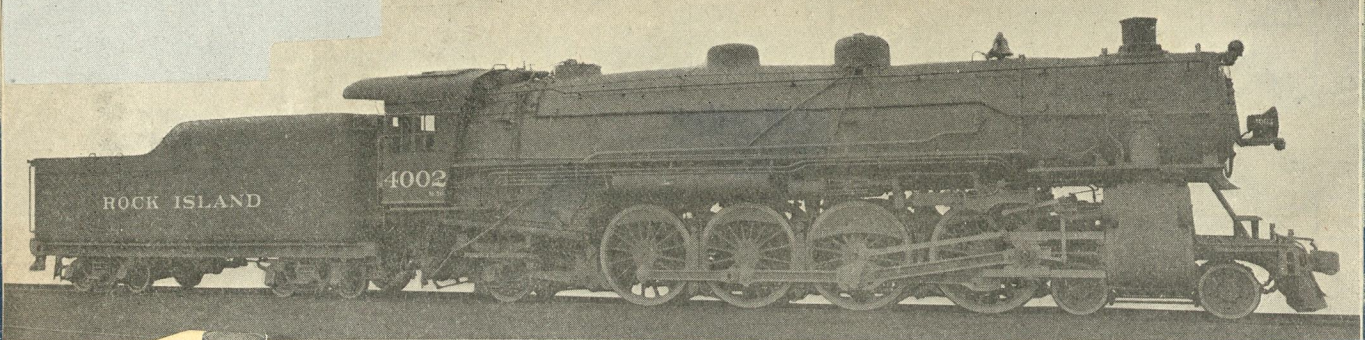
This super-mountain type pulls the train, the Peorian Limited, for Chicago on the Chicago, Rock Island & Pacific Railroad. Photographed at Peoria Station, Ill.



Rocky Mountain Limited
TO COLORADO

Clos. No.

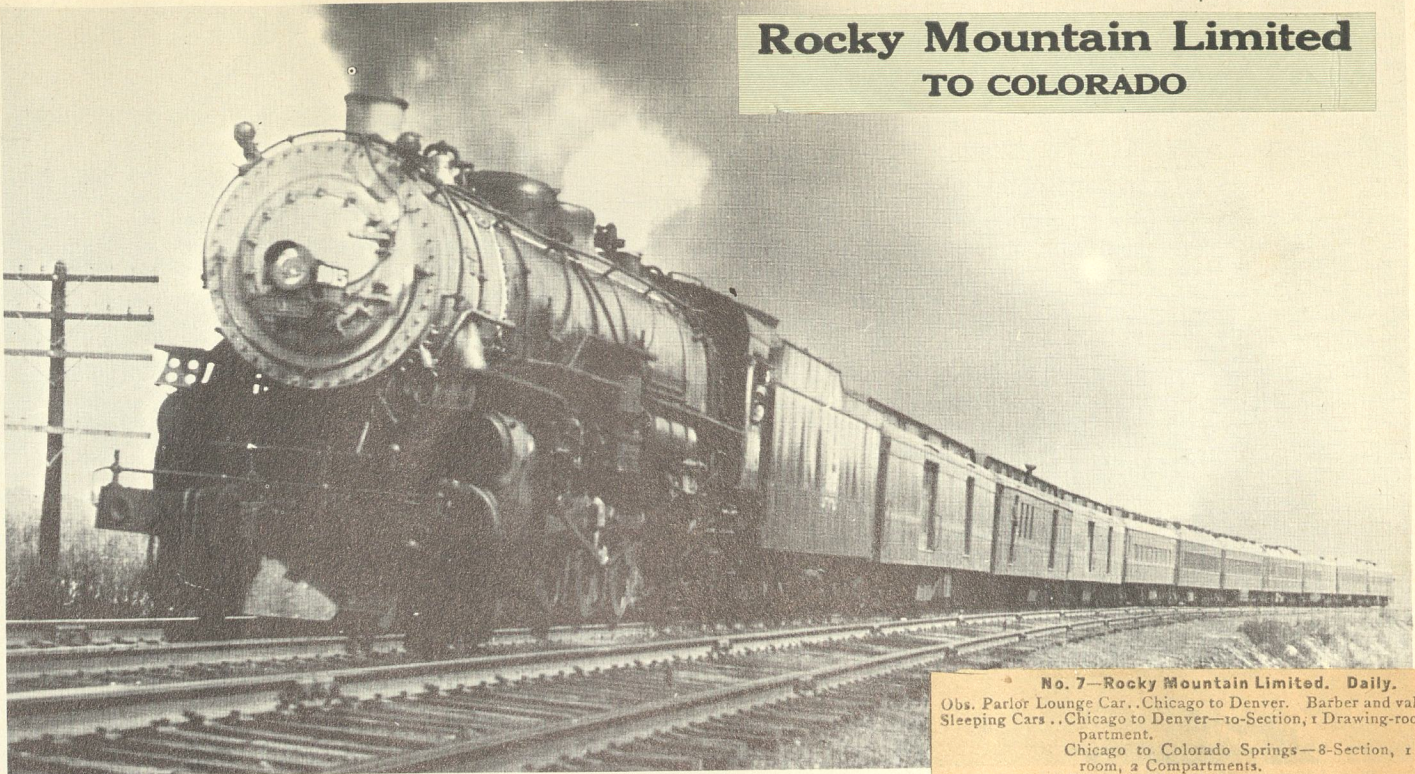
Id Amount



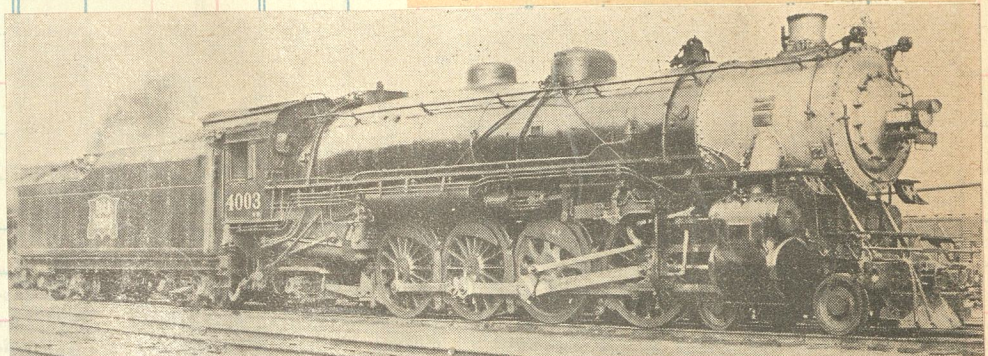
c/n 62142

OKM

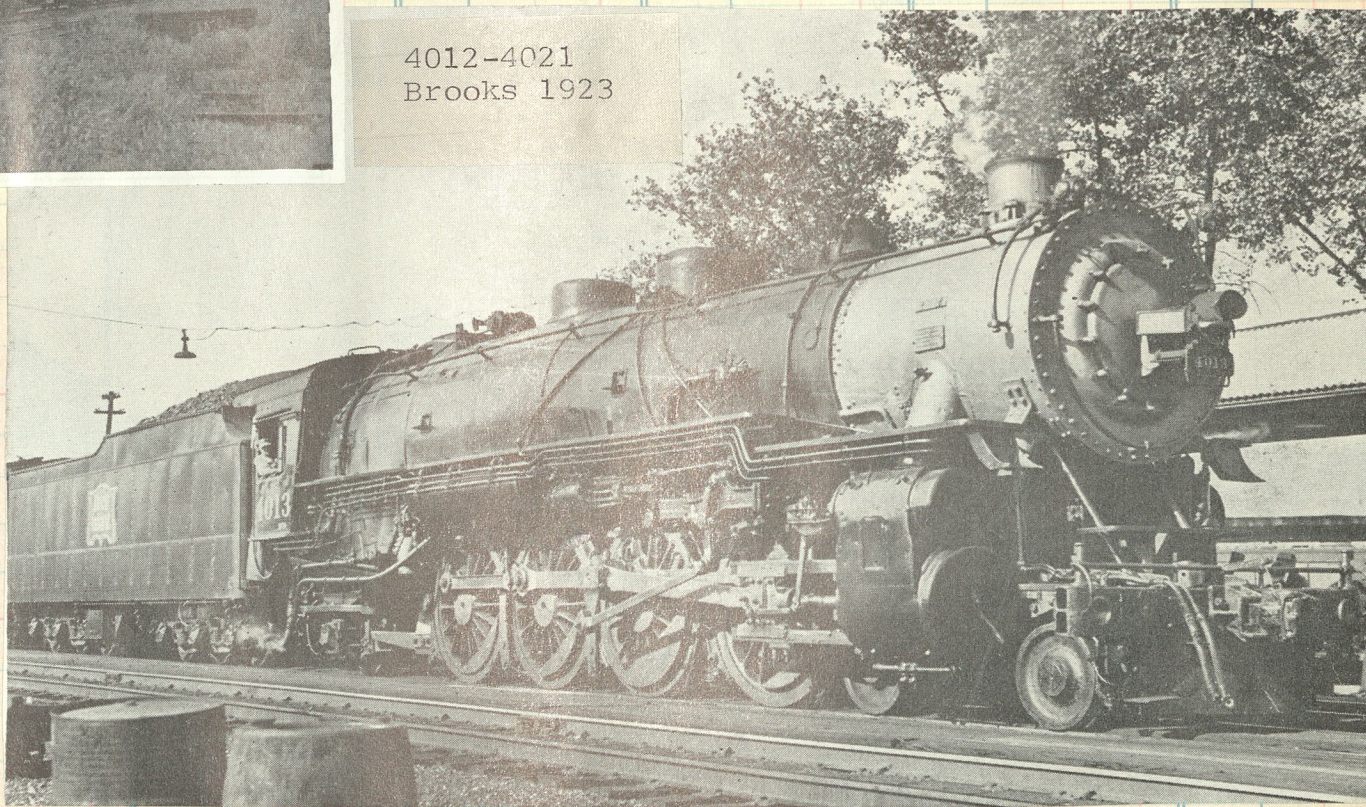
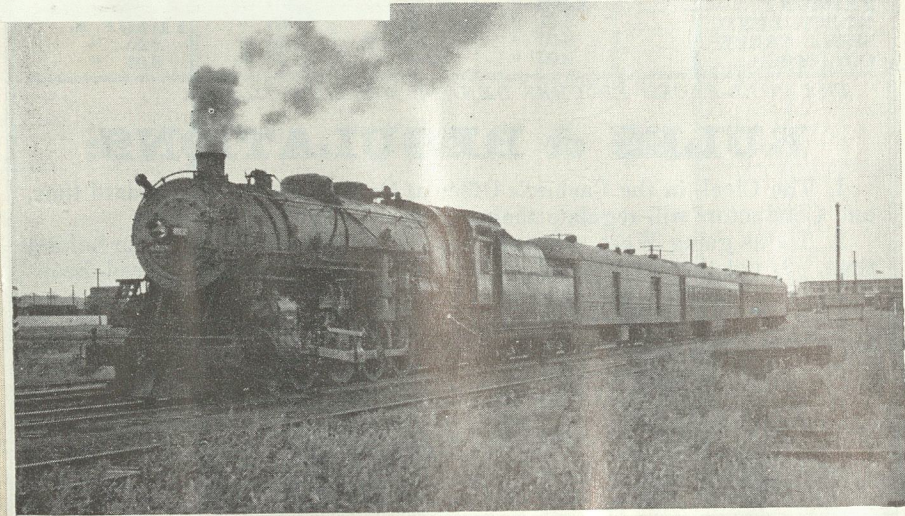
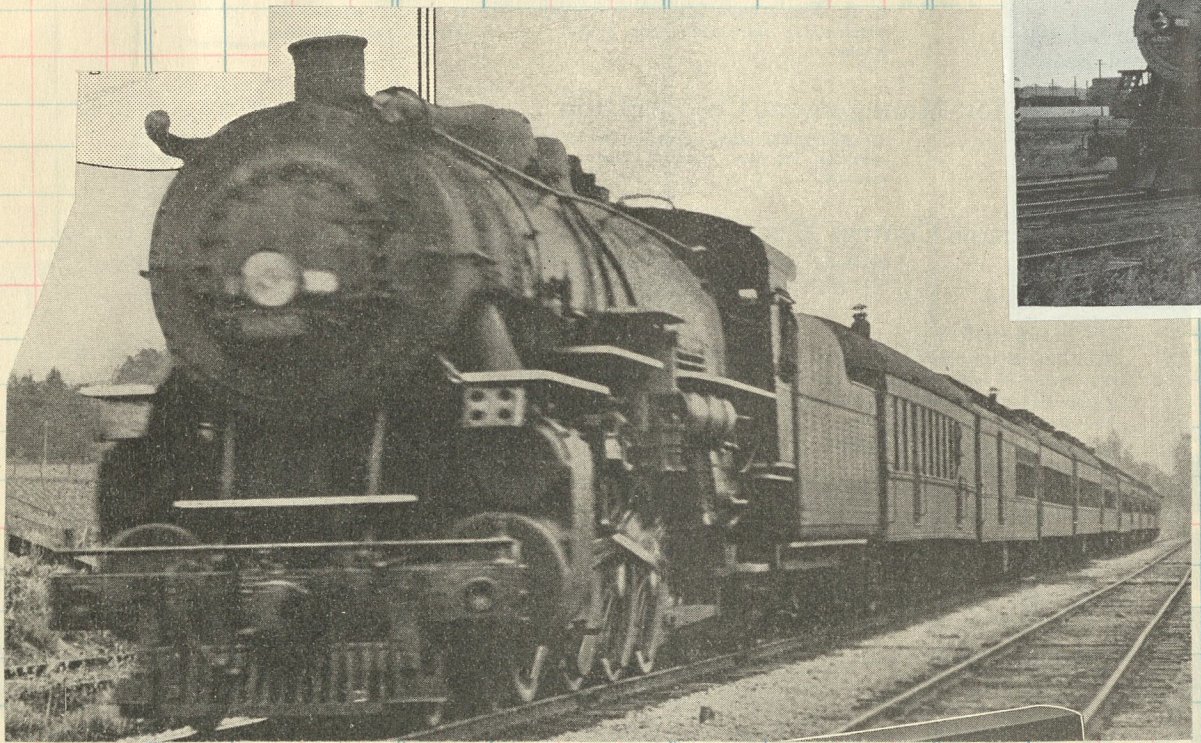
Designed to maintain heavy passenger schedules, Brooks delivered ten Mountain type (4002-4011) in fall of 1920.



No. 7—Rocky Mountain Limited. Daily.
Obs. Parlor Lounge Car, Chicago to Denver. Barber and valet service.
Sleeping Cars, Chicago to Denver—10 Section, 1 Drawing-room, 1 Com-
partment.
Chicago to Colorado Springs—8 Section, 1 Drawing-
room, 2 Compartments.
Parlor Car.....Chicago to Des Moines.
Coach Equipment, Chicago to Denver.
Limon to Colorado Springs.
Dining Car....Serving all meals.



4012-4021
Brooks 1923

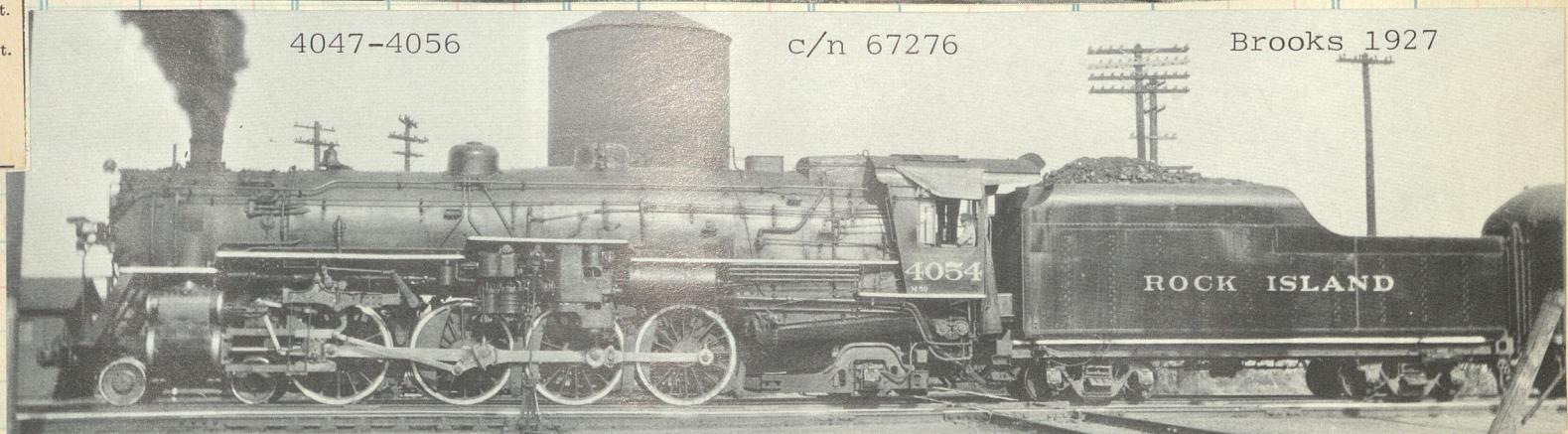


No. 3—THE GOLDEN STATE LIMITED—Daily
Observation Car
★Chicago to Los Angeles, 2 D. R., 3 Compt. (Ladies'
Lounge, Shower Bath and Maid, Manicure Service)
Club Lounge Car
★Chicago to Los Angeles (Men's Shower Bath, Barber
and Valet Service) (Radio)
Sleeping Cars
★Chicago to Los Angeles, 8 Sec., 1 D. R., 2 Compt.
★Chicago to Santa Barbara, 10 Sec., 1 D. R., 1 Compt.
(from Los Angeles No. 75)
★Chicago to San Diego, 10 Sec., 1 D. R., 2 Compt.
★St. Louis to Los Angeles, 10 Sec., 1 D. R., 2 Compt.
(from St. Louis; See Note A)
Tourist Car
★Chicago to Los Angeles
Dining Car
★Serving all meals
DeLuxe Chair Cars
★Chicago to Los Angeles (Free pillows over night)
★El Paso to San Diego (Free pillows over night)

4047-4056

c/n 67276

Brooks 1927



On train #8 - Golden State Limited

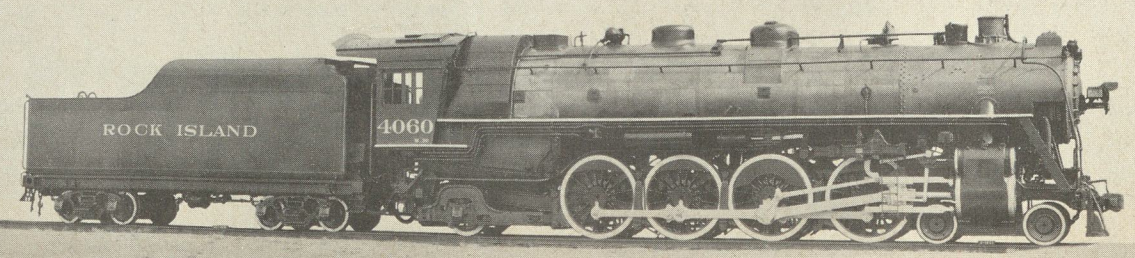
The last lot of 4-8-2's received by the Rock Island



nearing Bureau Junction

ingham photograph

GOLDEN STATE LIMITED—Complete luxury train. Morning departure daily from Chicago. Observation car, Pullmans, Club lounge-refreshment bar, radio, showers for men and women, maid-manicure and barber-valet service. De luxe chair cars, Dining Car. Tourist Pullman westbound.

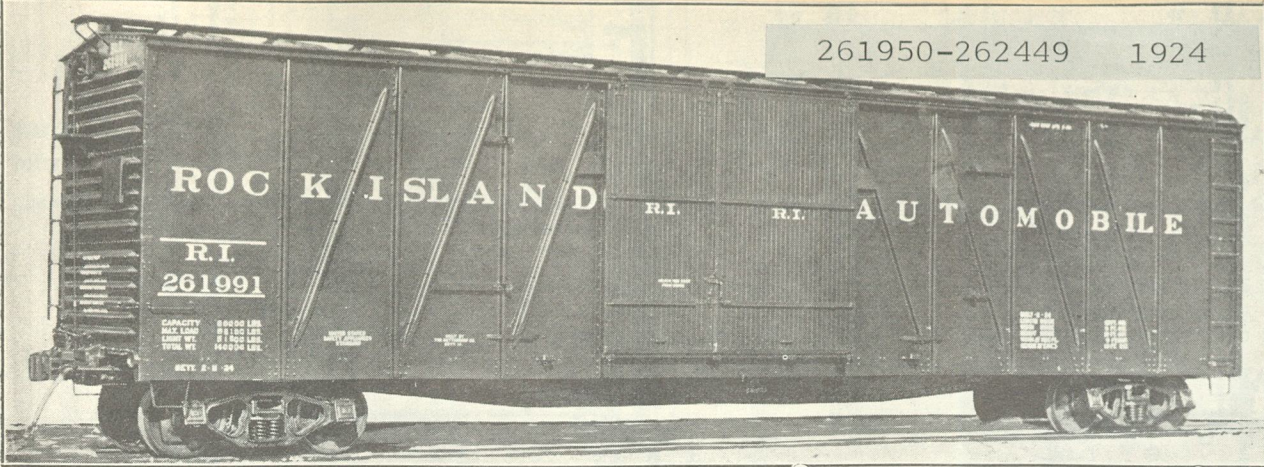


4057-4061

class 49C

c/n 68035

Schen 1929



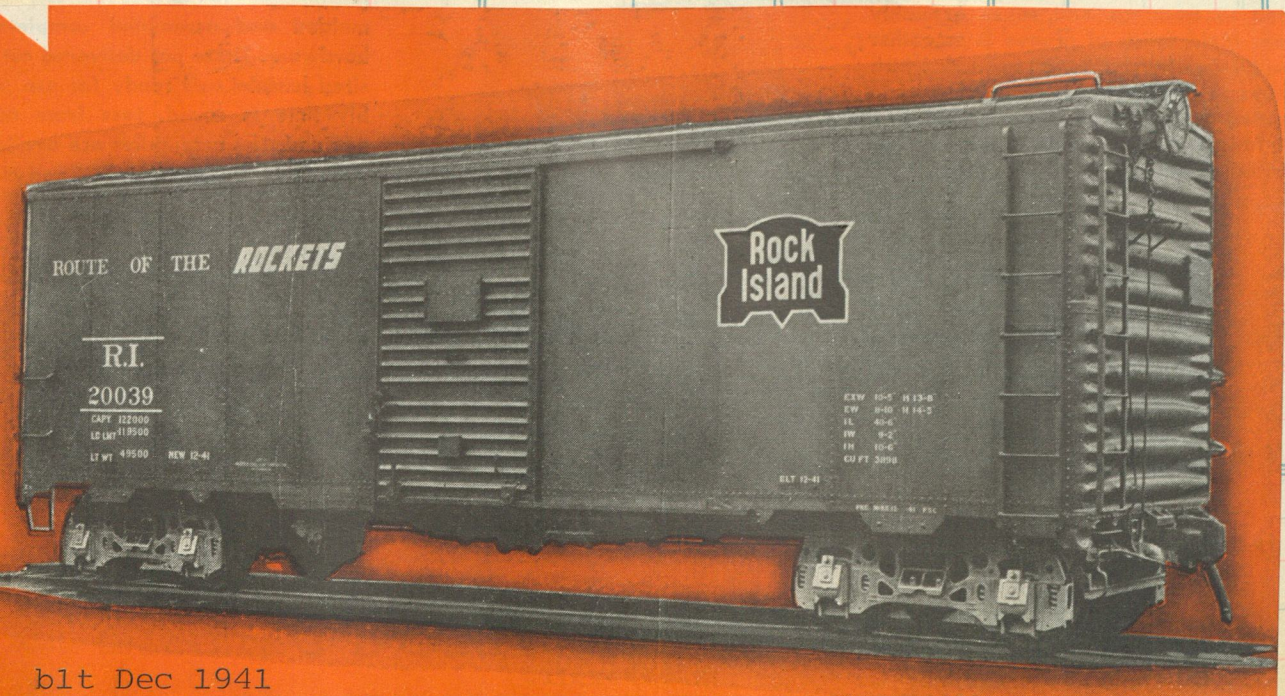
261950-262449 1924

Fig. 36—All-Steel Automobile Box Car with 10-ft. Doors for Chicago, Rock Island & Pacific. Weight, 51,900 lb.; Capacity, 80,000 lb.; Length Inside, 50 ft.; Width Inside, 9 ft. Builder, The Bettendorf Company.



Ira H. Sigst, Buda, Ill.

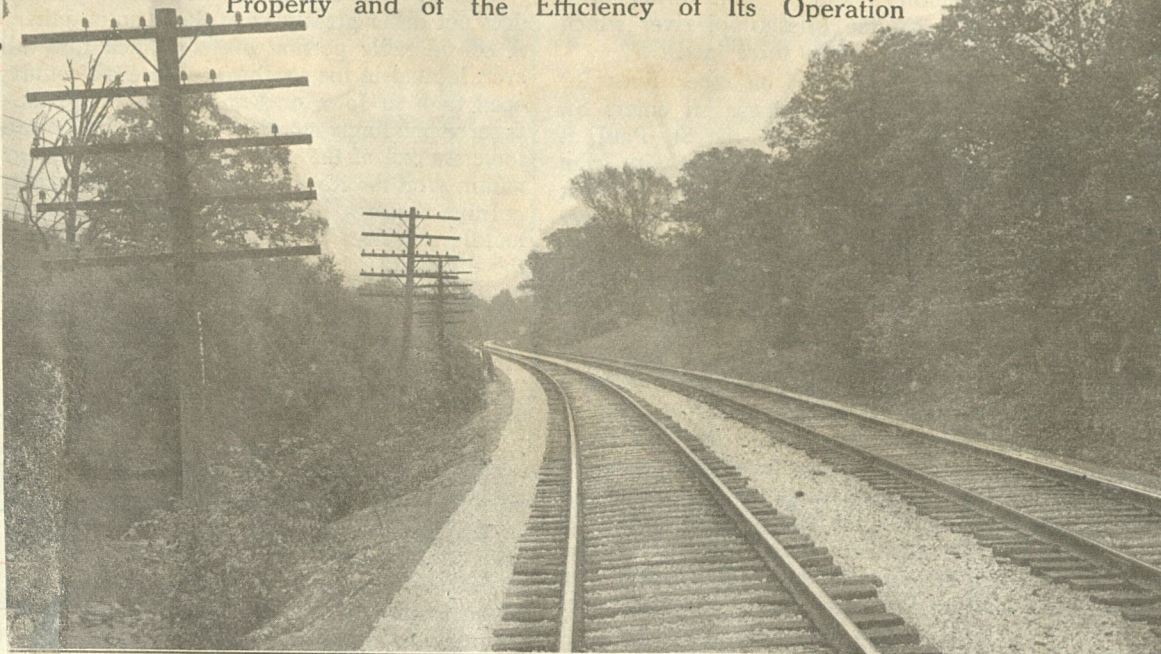
When the first Rock Island train entered Bureau, Ill., on September 2, 1853, its locomotive was a wood burner, and subsequent operation found conductor, brakeman, engineer, and fireman all lending a hand when stops were made for fuel. Today's coal-burning locomotives are serviced by a modern coal chute at Bureau, 114 miles from Chicago and junction point of the Peoria branch. Historic Starved Rock, last stand of the Illinois Indians when besieged by the Pottawatomies, Ottawas, Miamis, Kickapoos, Shawnees, and Chippewas in 1750, is visible from trains 10 miles east.



blt Dec 1941

er An Operating Study of the Rock Island

An Investigation of the Physical Condition of This Property and of the Efficiency of Its Operation

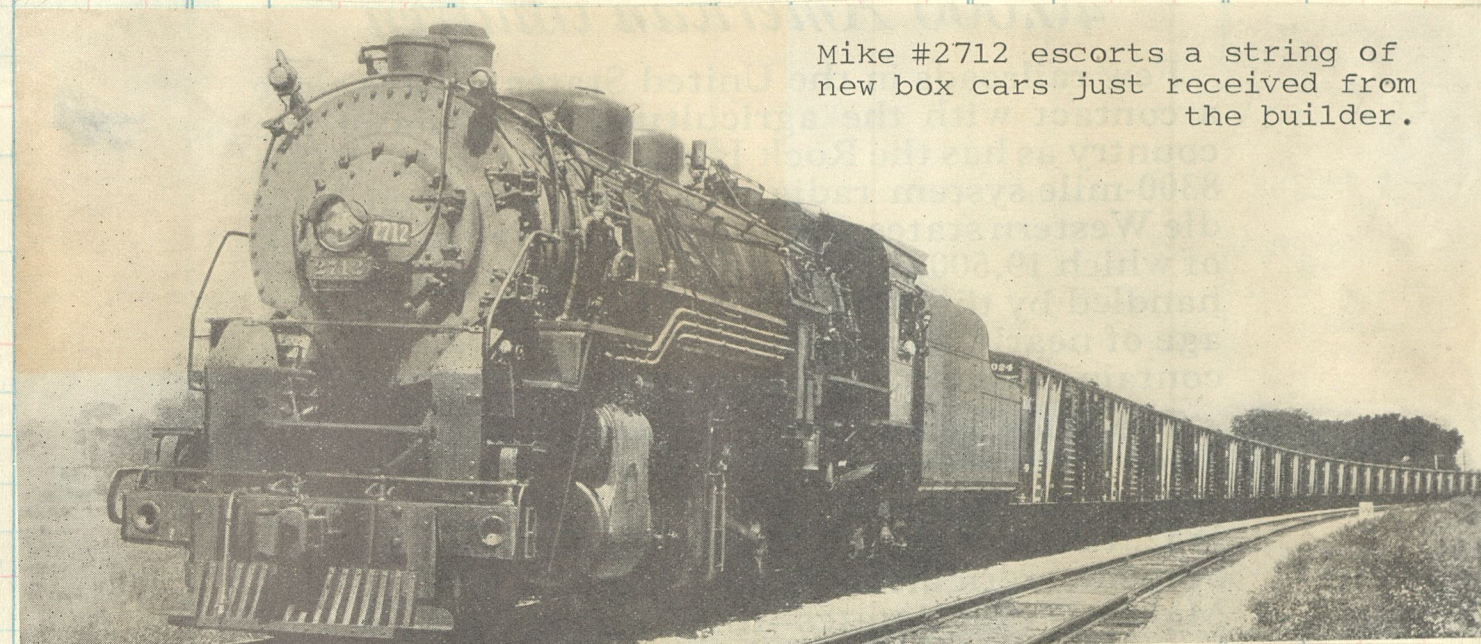


on the Illinois Division.

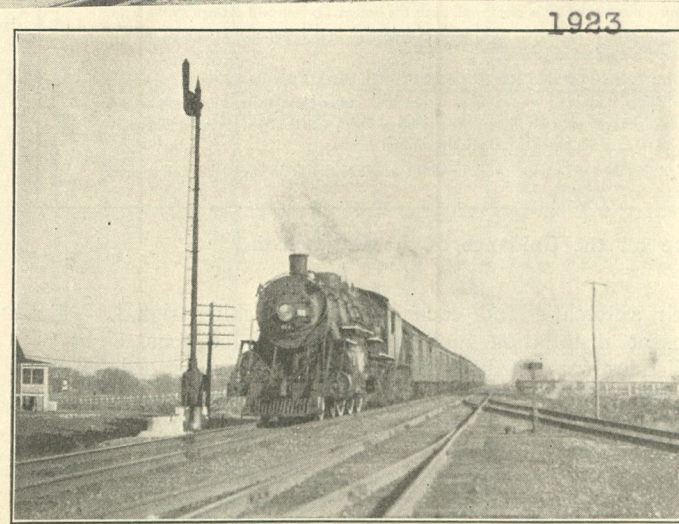
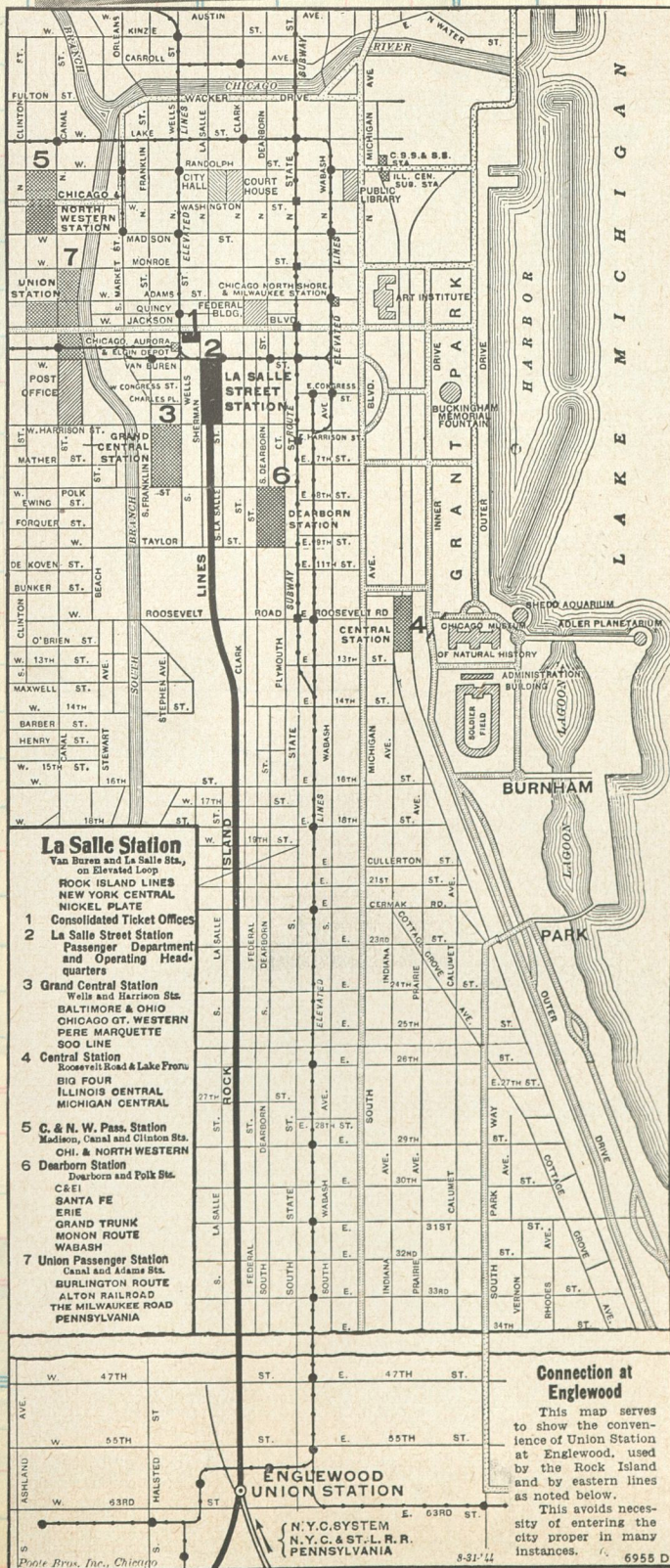
OKM



In LaSalle St Sta

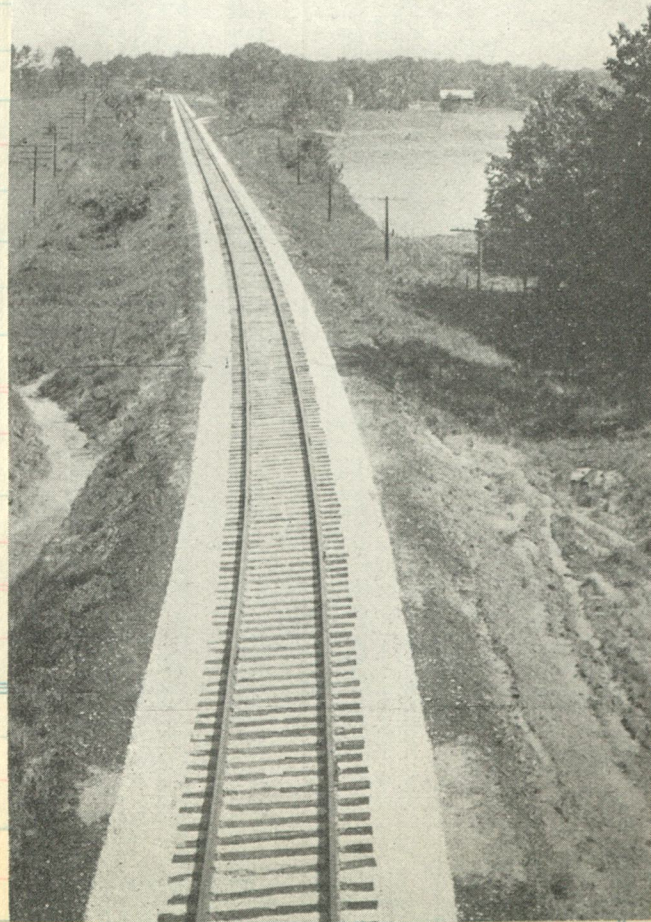


Mike #2712 escorts a string of new box cars just received from the builder.



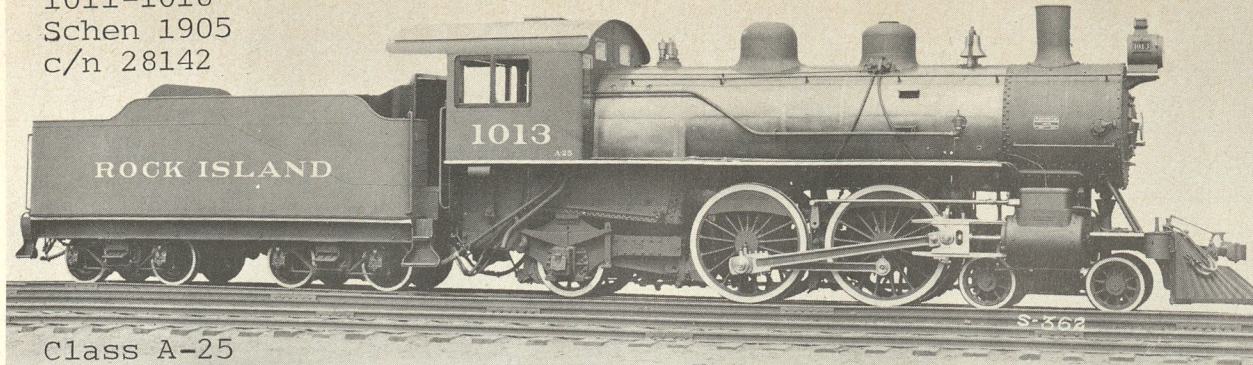
Rocky Mountain Limited Westbound in Train Control Territory

in Oklahoma

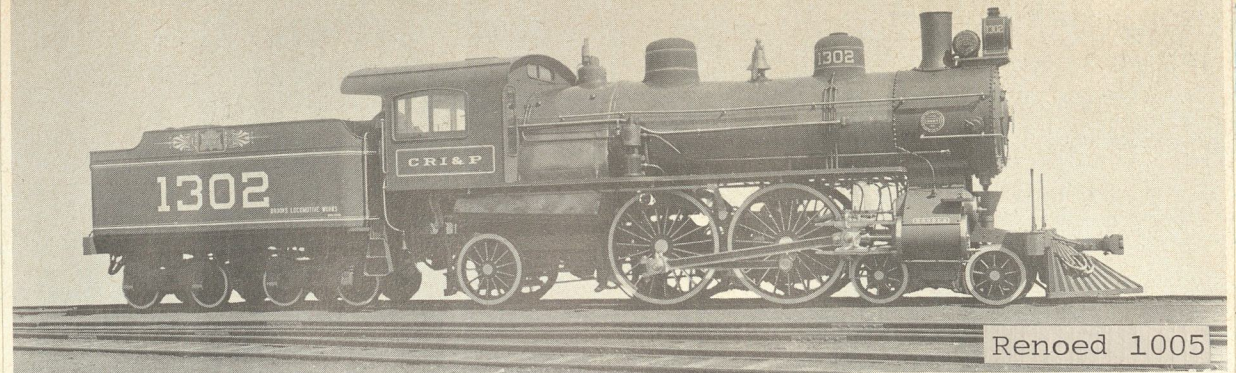


A Classic from the Golden Era

1011-1018
Schen 1905
c/n 28142



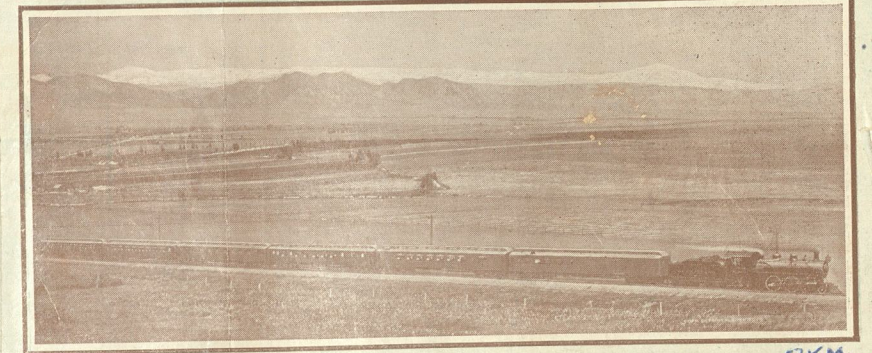
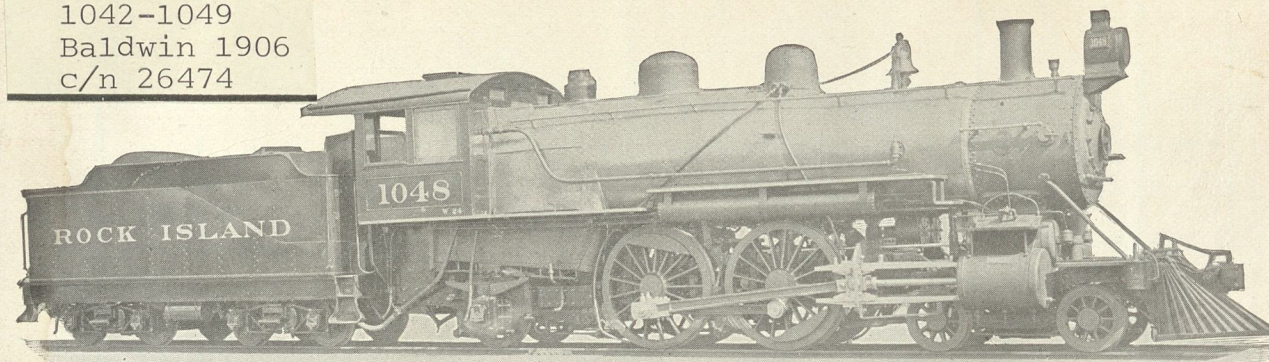
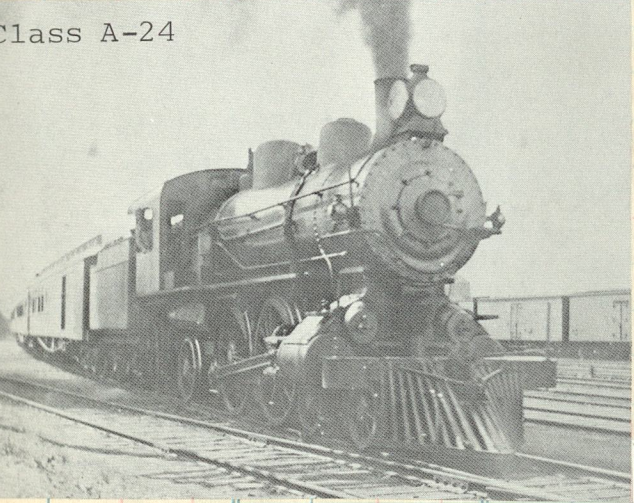
Built by Brooks in 1901 (c/n 3825) and displayed at the Pan-American Exhibition, Buffalo, N.Y.



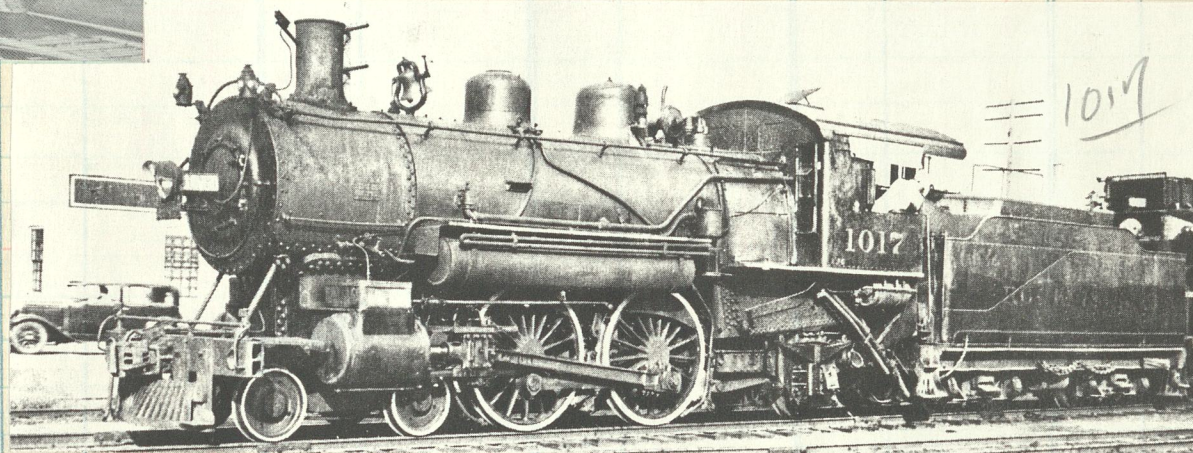
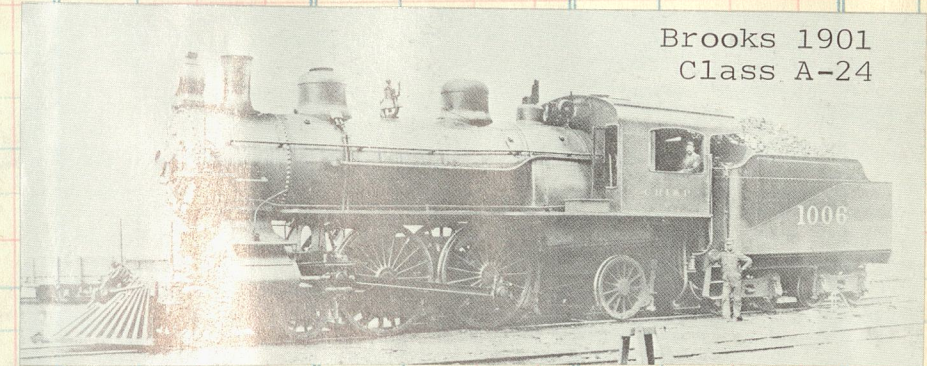
Clos. No.	Sold	Amount	Clos. No.
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Clos. No.	Sold	Amount
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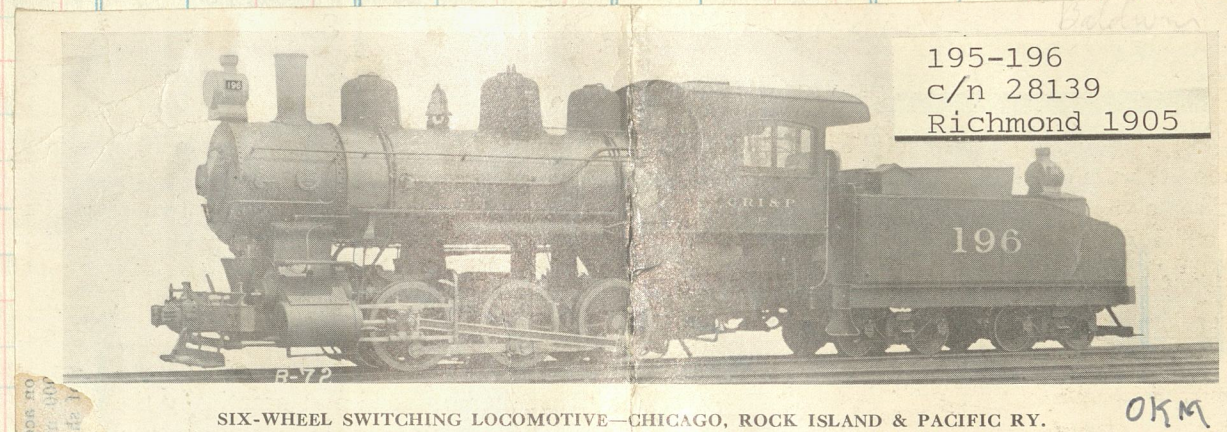
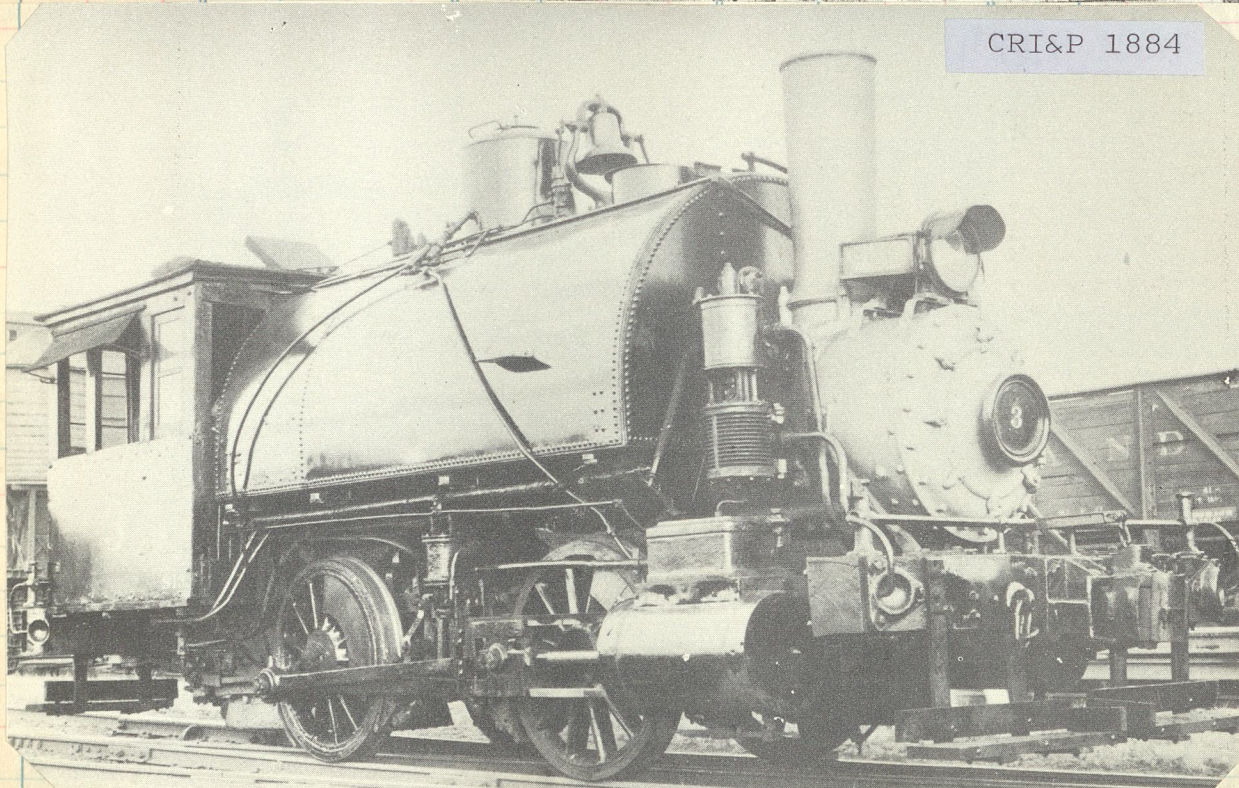
Class A-24



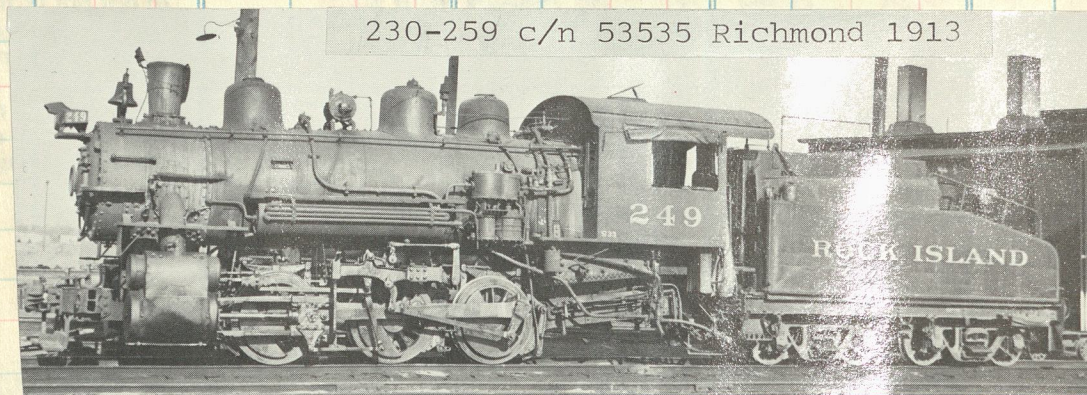
Brooks 1901
Class A-24



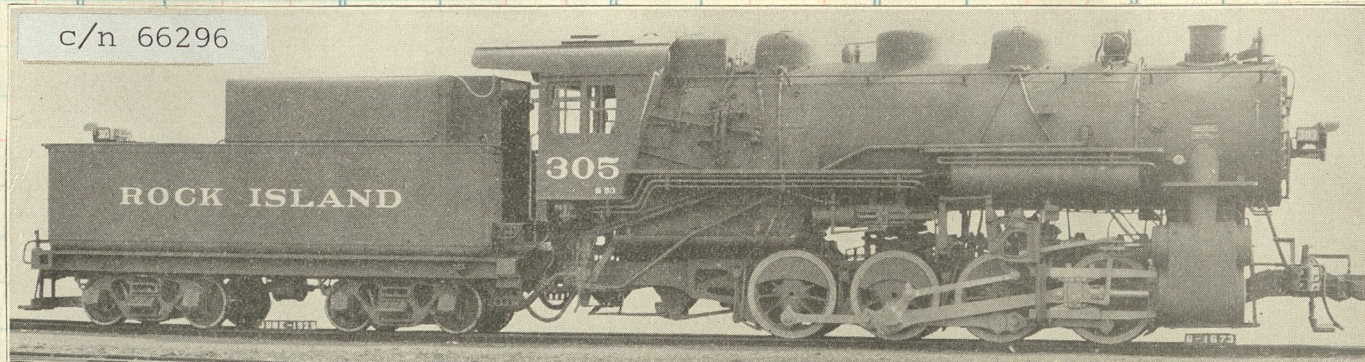
CRI&P 1884



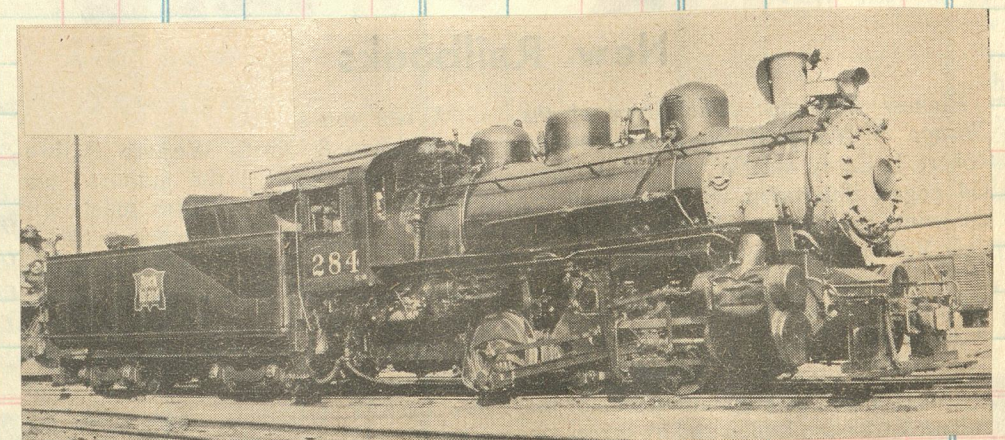
230-259 c/n 53535 Richmond 1913



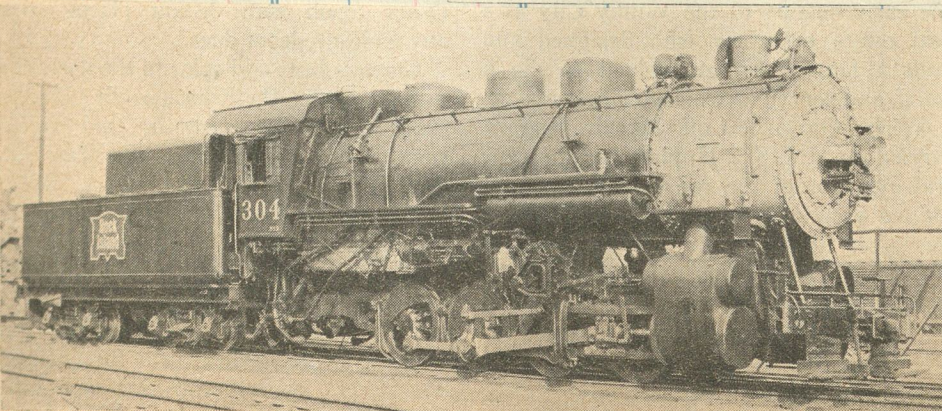
c/n 66296



The only 0-8-0's owned
by the R.I. were ten
blt by Brooks in 1925
Noed 300-309

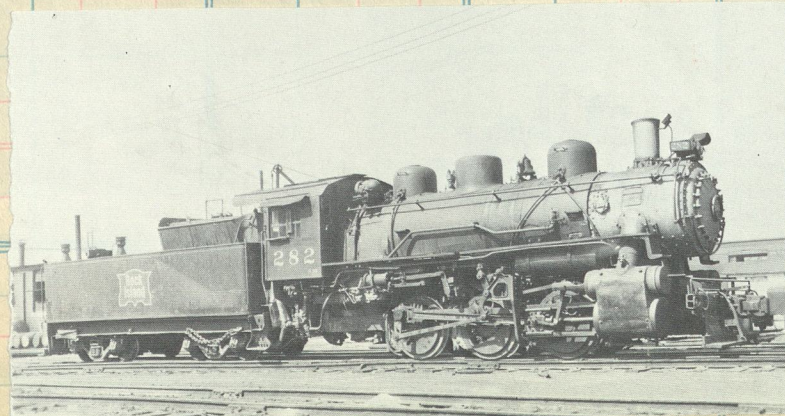


Ten engines, 275-284, [USRA] delivered by Pittsburgh 1919 (c/n 60450) The final six wheel yard engine received by Rock Island.



V. R. Hicks

Class S-53 in 1932, Brooks-built 0-8-0 has emerged from dwindling ranks of her sisters as Class S-57. Oil tank on tender holds 2425 gallons





No. 3—THE GOLDEN STATE LIMITED.
Daily.
★Chicago to Los Angeles—2 Drawing-room, 3 Compt. (Ladies' Lounge, Shower Bath and Maid, Manicure Service.)
★Chicago to Los Angeles. (Men's Shower Bath, Barber and Valet Service.) (Radio.)
★Chicago to Santa Barbara—8 Sec., 1 D.R., 2 Compt. (From Los Angeles No. 75.)
★Chicago to Tucson—10-Section, 1 Drawing-room, 1 Compartment. (Open for occupancy until 9:00 a.m.)
★Chicago to San Diego—10-Section, 1 Drawing-room, 2 Compartment.
★St. Louis to Los Angeles—10-Section, 1 Drawing-room, 2 Compartment. (St. Louis to Kansas City, via Wabash, April 1st, Mo. Pac., April 2d, and alternate days thereafter.)
★Chicago to Los Angeles.
★Dining Car—Serving all meals.
★De Luxe Chair Cars—Chicago to Los Angeles.
★El Paso to San Diego. (Free pillows overnight.)

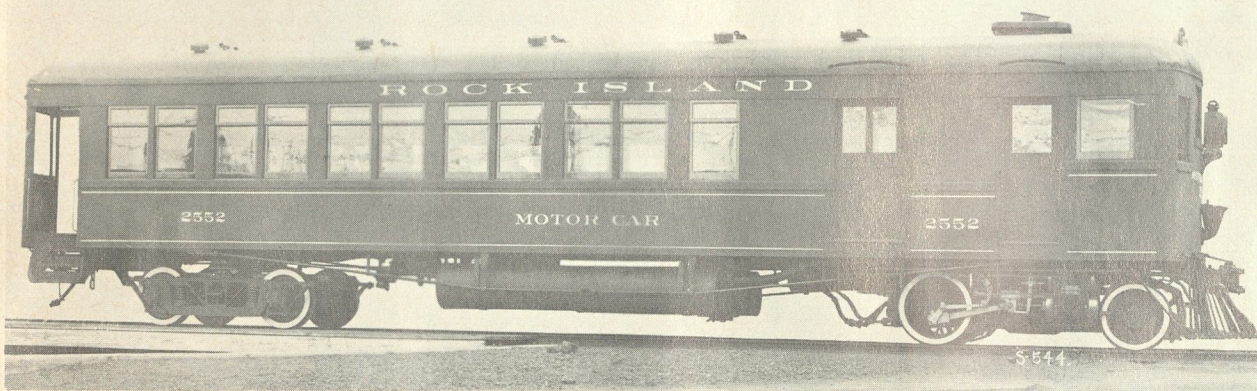


68000-69011

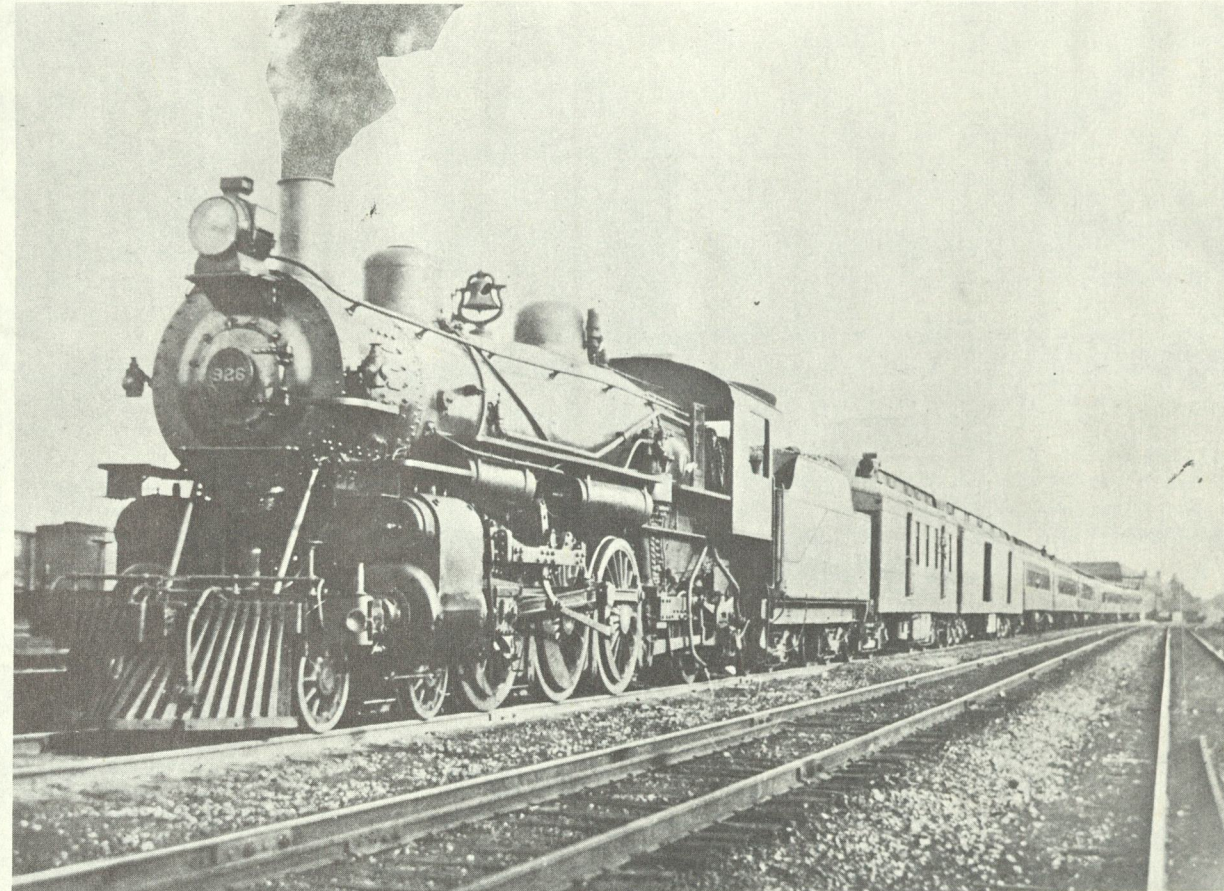
Pressed Steel Car Co 1925

Train #3, the "GOLDEN STATE LIMITED", thirteen cars behind Mountain type 4022, approaches Tucumcari, N. M. 5/11/40

c/n 44444



Chicago, Rock Island & Pacific (Boiler Press. 250 psi) 2552 1908 38"52T Schen

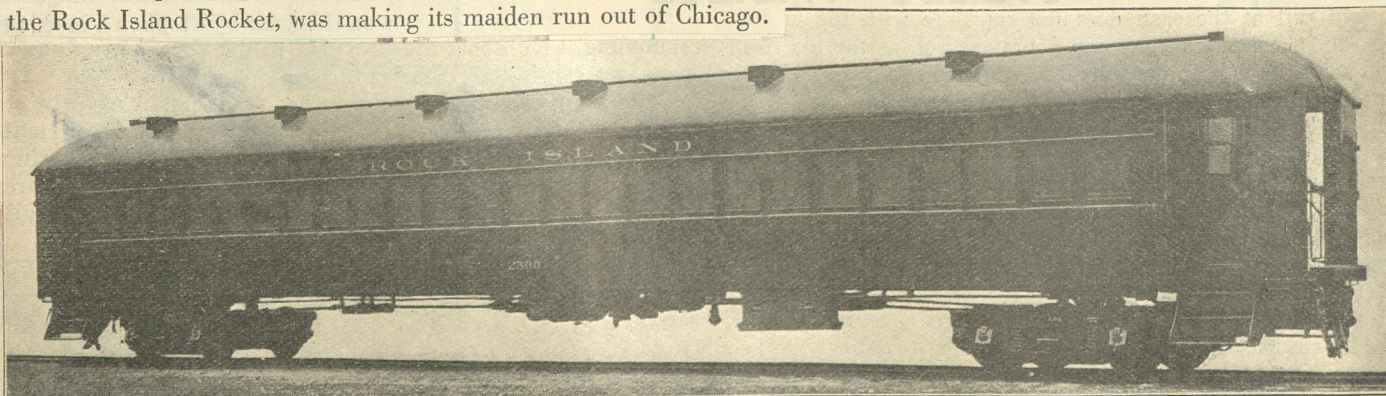


Locomotive No. 926, a 4-6-2, pulls a Rock Island passenger train in 1926.

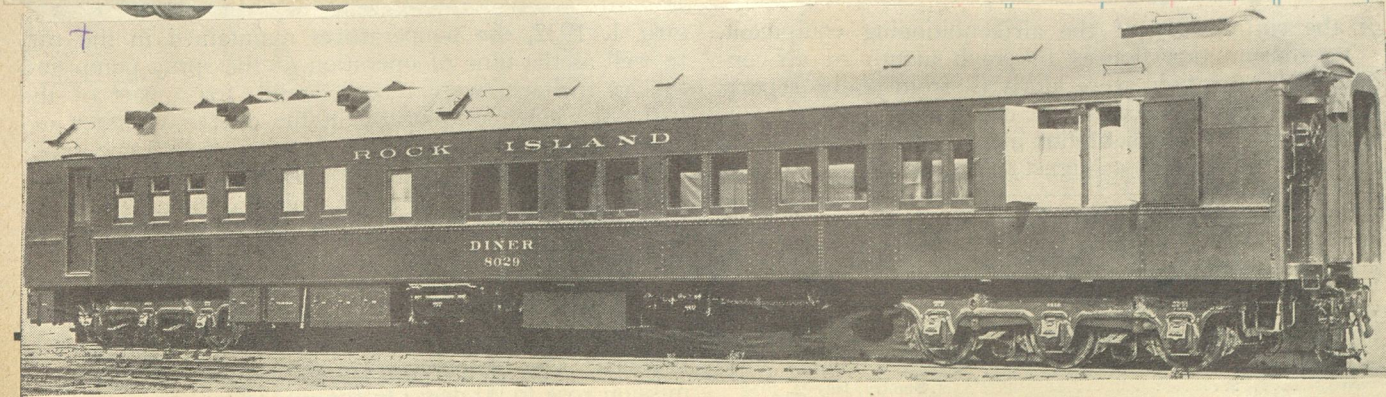
Schenectady 1910 c/n 48498



TORY WAS MADE IN 1852. An epic event was taking place . . . a revolution in transportation. In carriages and on foot the populace thronged to see the awe-inspiring spectacle. Out along the track, in villages and hamlets, crowds of country-folk stood gaping. For this was the day that the wonderful new Rock Island Rocket, was making its maiden run out of Chicago.



Seventy-Foot Steel Suburban Car Built for the Chicago, Rock Island & Pacific by the Standard Steel Car Company 1920



Rock Island Diner No. 8029 Equipped with A. C. & F. Water-Ice Type Air-Conditioning System—Ice-Bunker Doors Shown Open

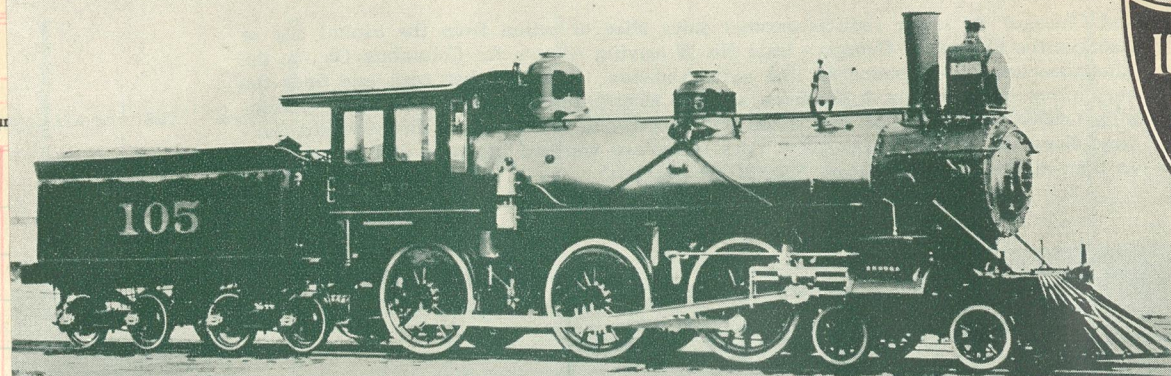


The 4024, (4-8-2 Brooks 1923) with a blister on her forehead, heads east out of Elk City, Okla with Trn #112, the "Memphis-Californian"

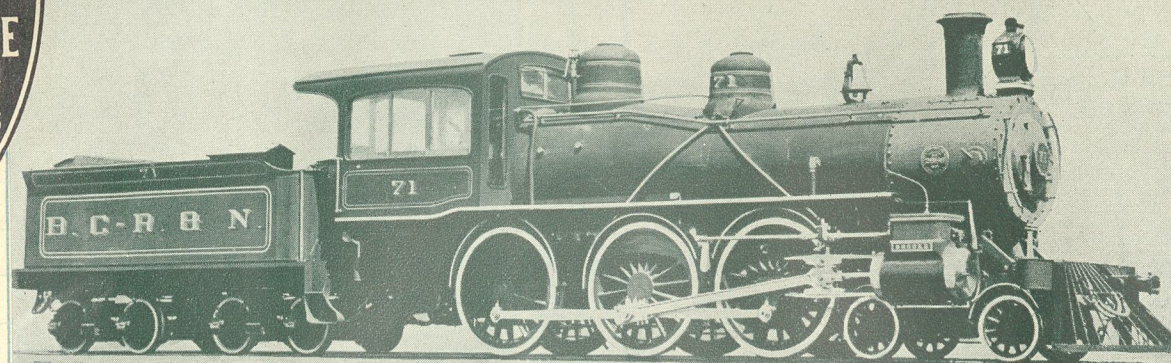
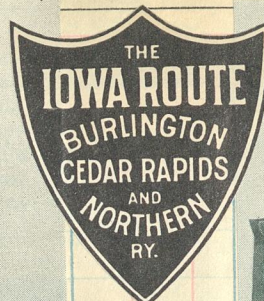
No. 112—MEMPHIS-CALIFORNIAN—Daily.
★Sleeping Cars—★Los Angeles to Little Rock—12-Section, 1 Drawing-room. (Los Angeles to Tucumcari S. P. No. 4.) (May be occupied until 7:30 a.m.)
★Oklahoma City to Memphis—12-Section, 1 D.R. (May be occupied until 8:00 a.m.)
★Cafe Lounge Car—★Tucumcari to Little Rock. (Serving all meals.)
★Chair Car—★Los Angeles to Memphis. (Los Angeles to Tucumcari No. 44.) (Free pillows overnight.) (Tray Service.)
★Coach—★Tucumcari to Memphis. (Tray Service.) (Free pillows overnight.)

Clos. No. Sold Amount

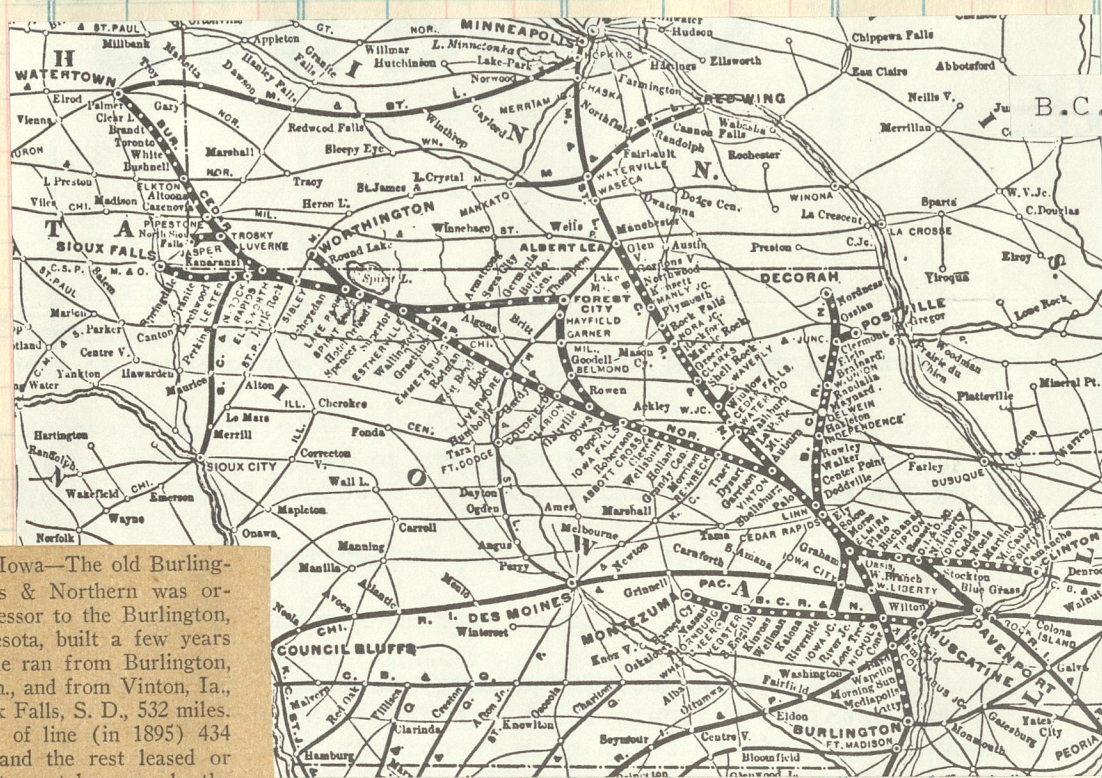
Amount Clos. No. Sold Amount

B.C.R. & N. #105, ten (105-114)
built by Brooks 1891 c/n 1962

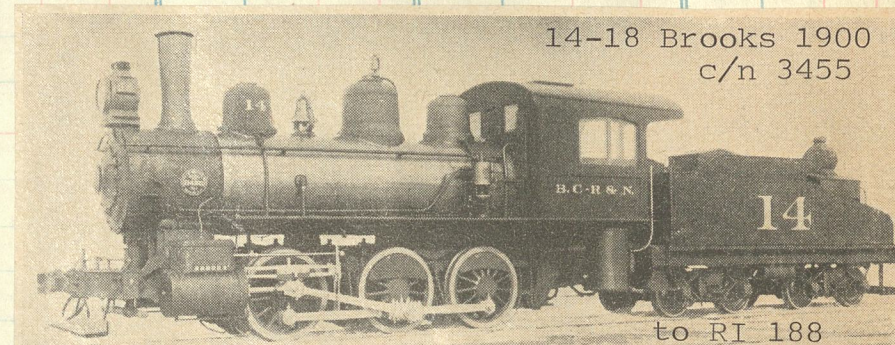
Renoed RI 1129



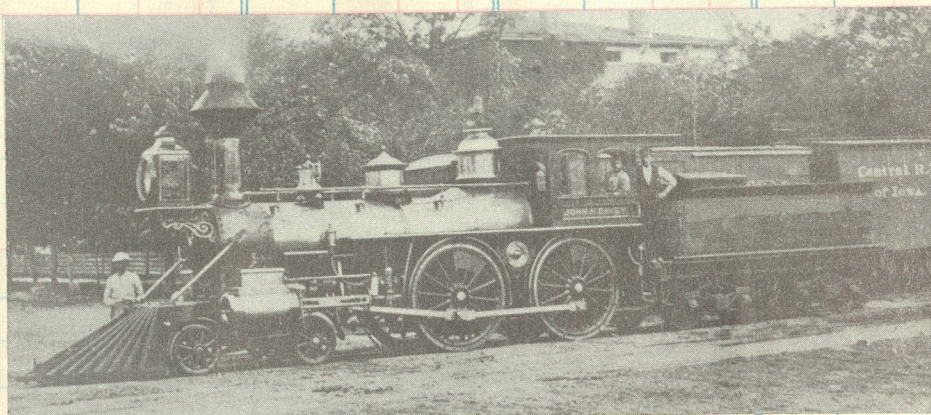
70-72 Brooks 1896 c/n 2686 to RI #1102



B.C.R. & N. leased by the C.R.I. & P. June 1902

14-18 Brooks 1900
c/n 3455
to RI 188

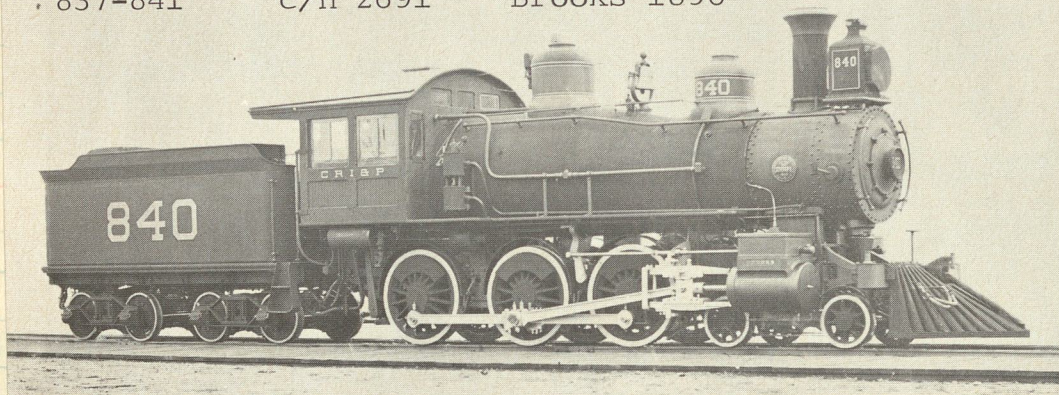
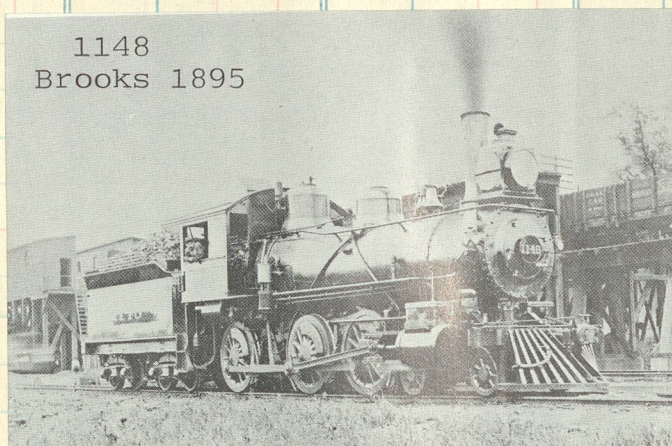
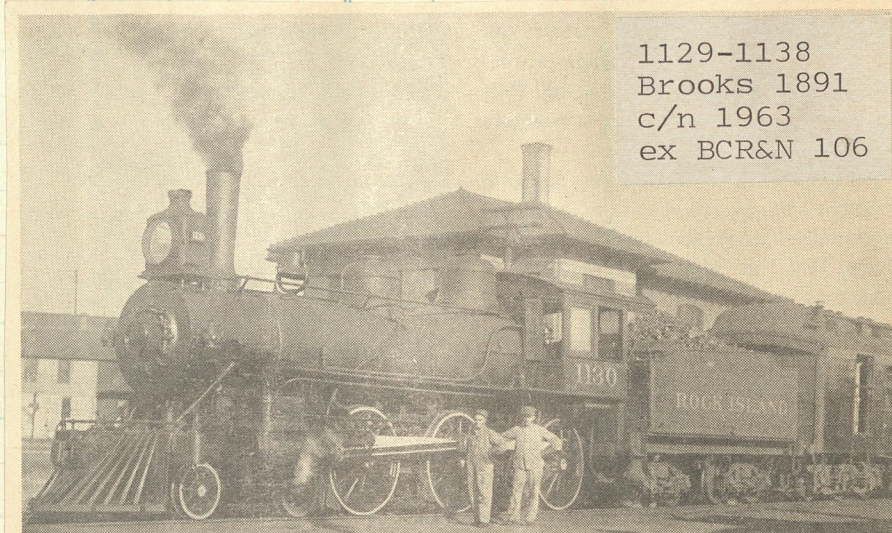
L. Cedar Rapids, Iowa—The old Burlington, Cedar Rapids & Northern was organized in 1876 as successor to the Burlington, Cedar Rapids & Minnesota, built a few years previously. Its main line ran from Burlington, Ia., to Albert Lea, Minn., and from Vinton, Ia., to Watertown and Sioux Falls, S. D., 532 miles. Of its total 1135 miles of line (in 1895) 434 were owned outright, and the rest leased or controlled. Just before it was taken over by the Rock Island in 1903, it owned 126 locomotives, 5,096 freight and 66 passenger cars.



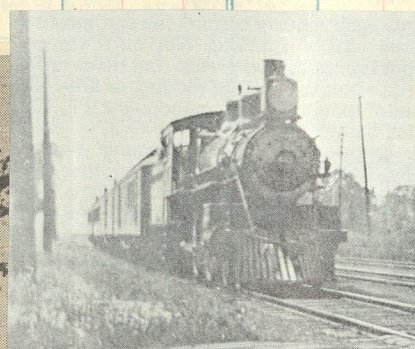
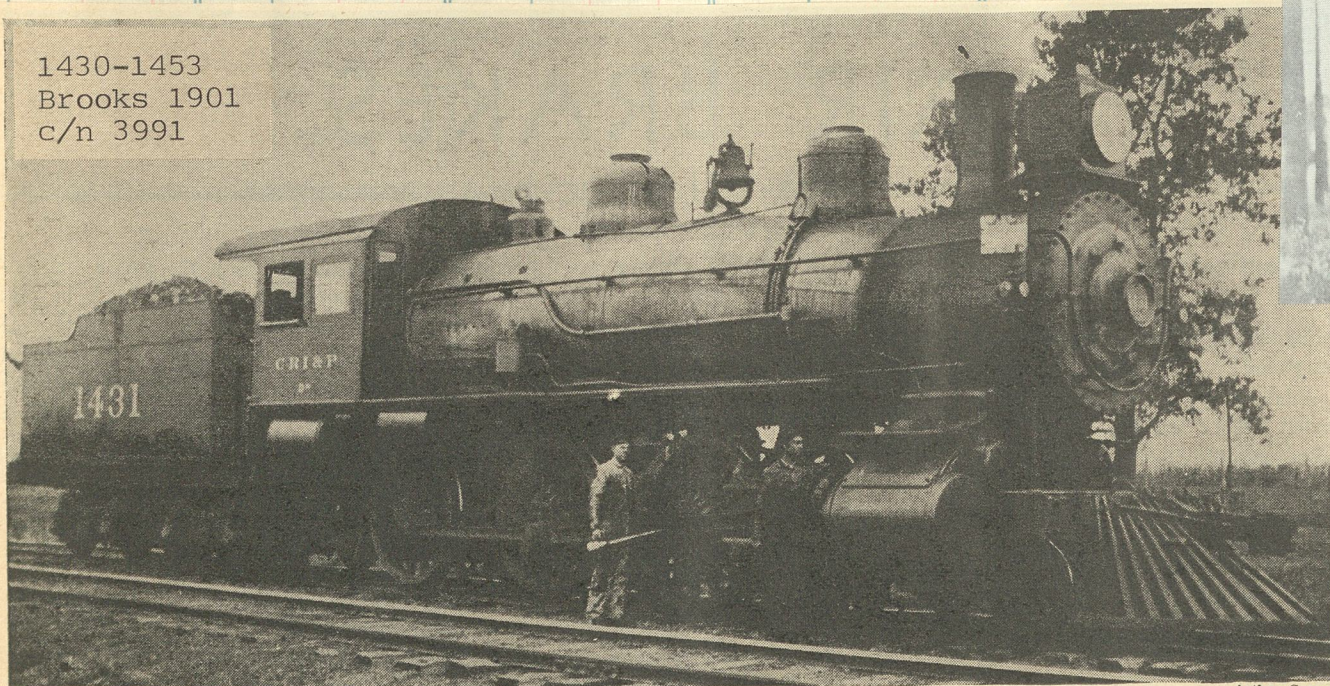
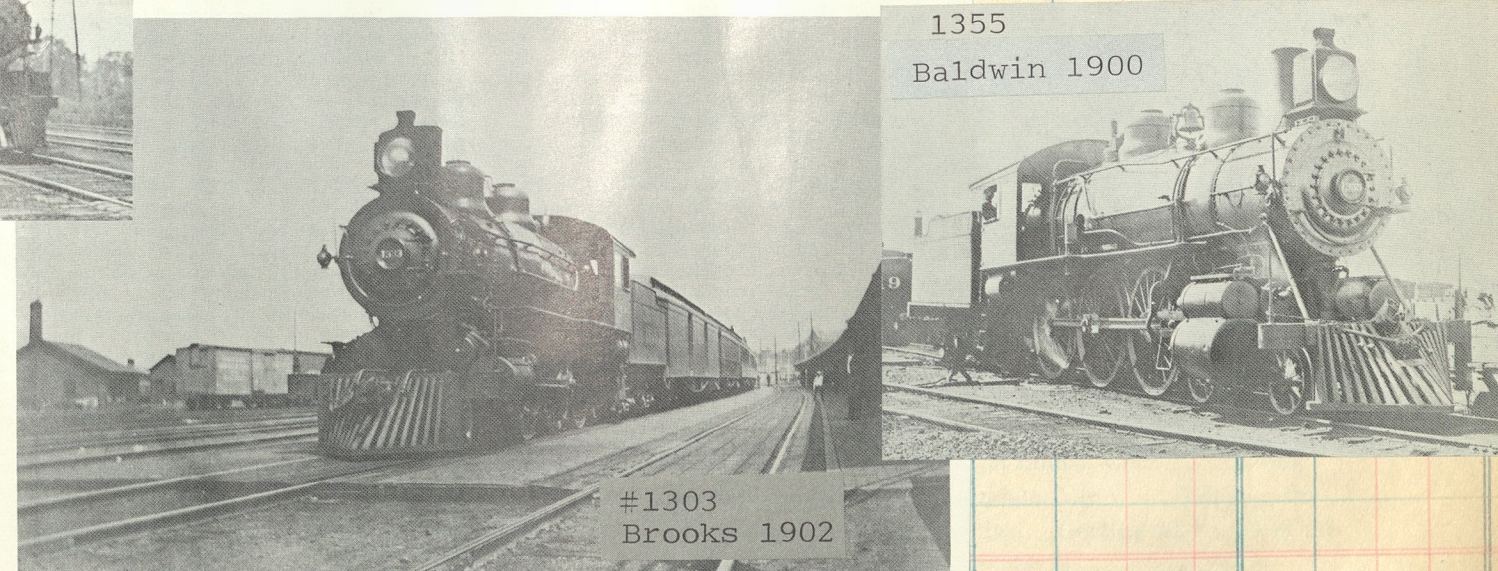
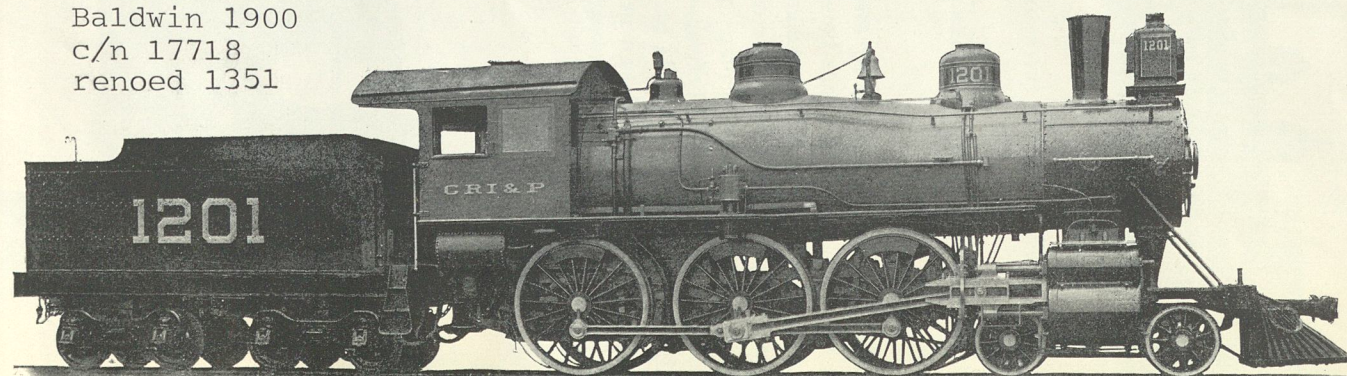
BURLINGTON, CEDAR RAPIDS & MINNESOTA RAILROAD was organized in 1868, completed from Burlington to Plymouth, Iowa, in 1873, and after a receivership, emerged in 1876 as the Burlington, Cedar Rapids & Northern Railway. The locomotive JOHN H. DAVEY of the old BCR&M, a 4-4-0 built by Hinkley & Williams, is shown here at Cedar Rapids, Iowa, in 1870.

(Courtesy of Bernard Corbin)

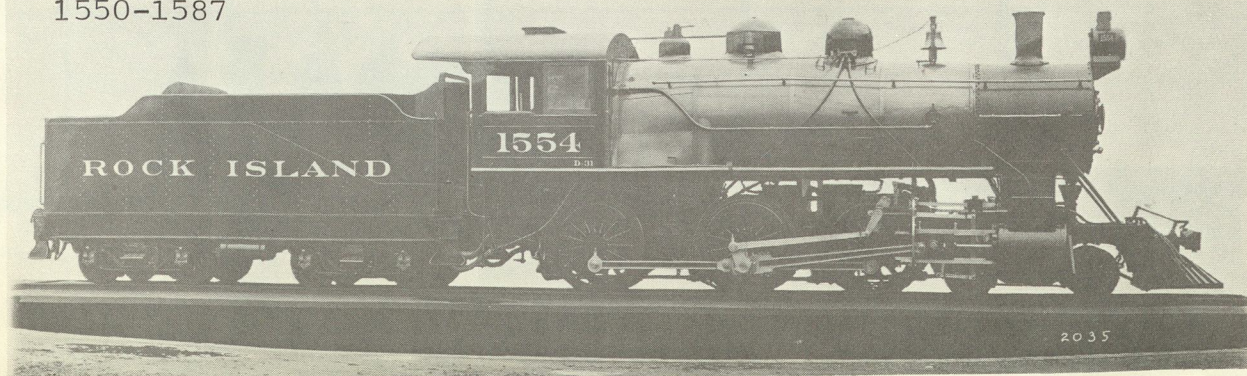
837-841 c/n 2691 Brooks 1896

1148
Brooks 18951129-1138
Brooks 1891
c/n 1963
ex BCR&N 106

ROCK ISLAND'S ENGINE 1130 IN ESTHERVILLE, IOWA IN 1912

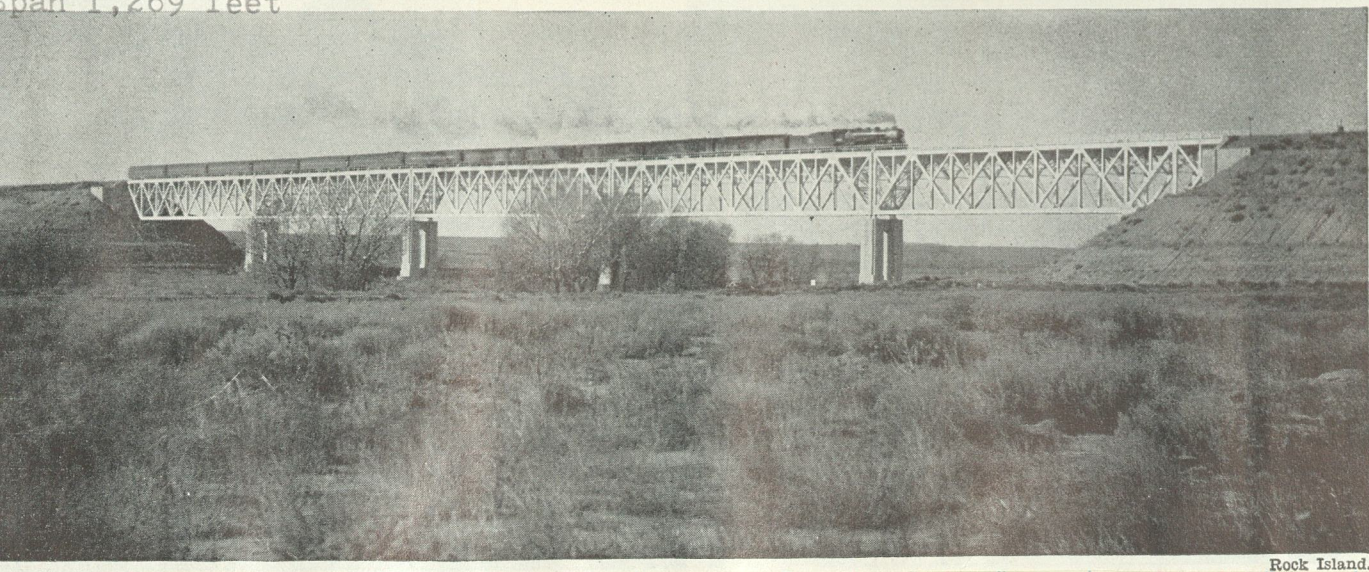
1430-1453
Brooks 1901
c/n 39911355
Baldwin 1900#1303
Brooks 1902Baldwin 1900
c/n 17718
renoed 1351

1550-1587



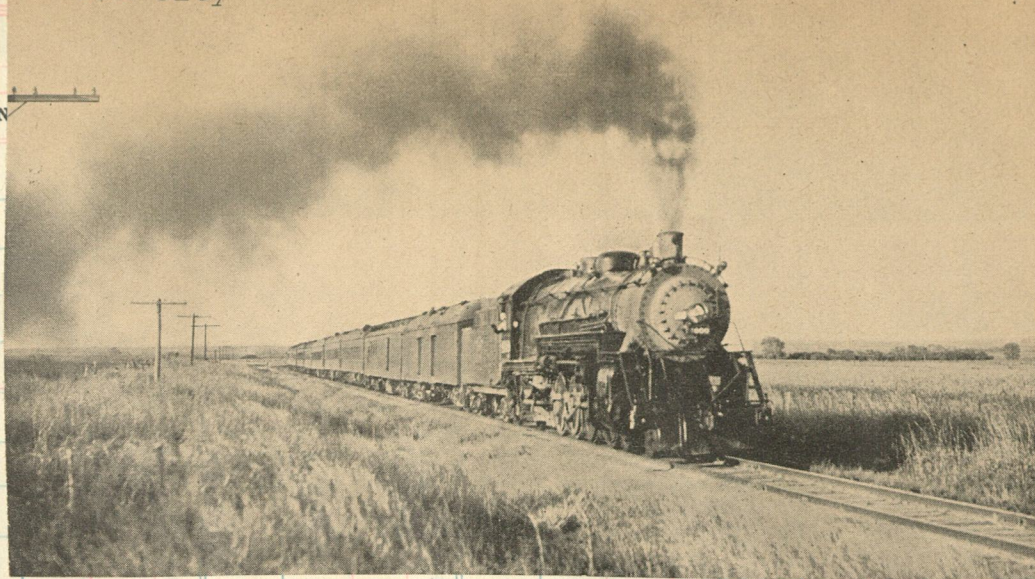
Chicago, Rock Island & Pacific #1554, 1905, 4-6-0 type. Baldwin c/n 25829

the Arkalon Cutoff between Kismet and Hayne, Kansas Built in 1930
 "Samson of the Cimarron" as seen from the river's floodlands. It took 2,831,000 cubic yards of earth to construct the two huge approach fills.
 span 1,269 feet

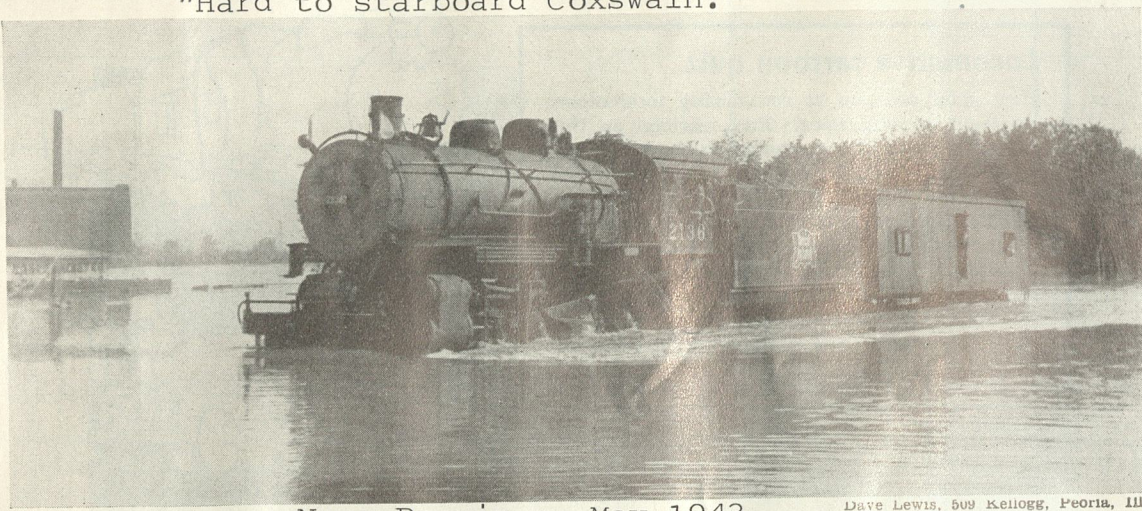


Rock Island.

Eng 4000 wheels Trn #111 across Oklahoma near Elk City

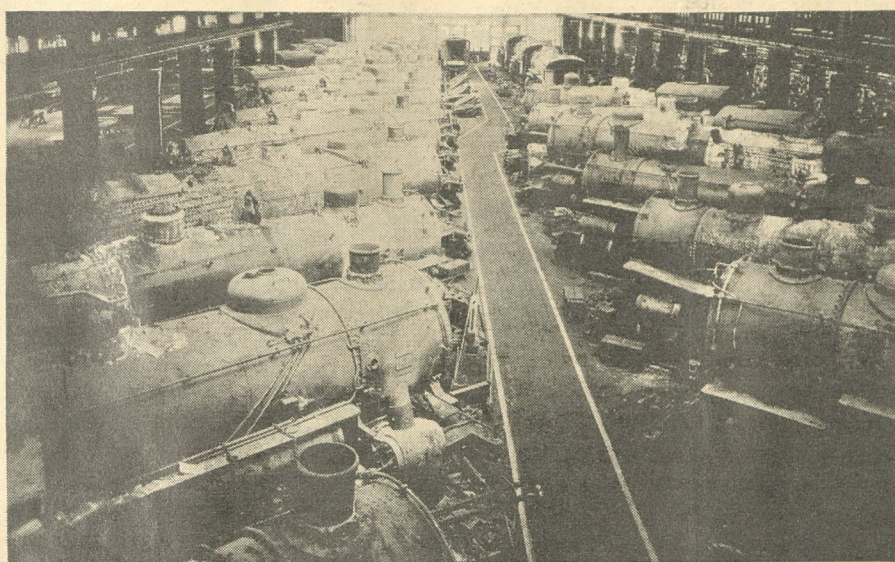


"Hard to starboard Coxswain!"

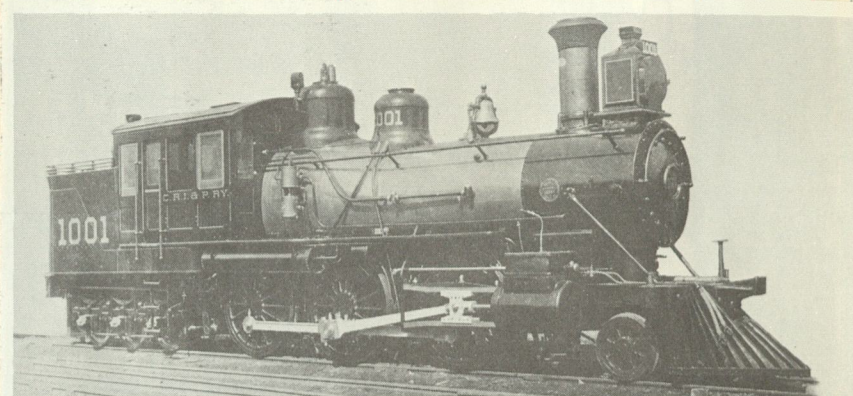


Near Peoria -- May 1943

Dave Lewis, 509 Kellogg, Peoria, Ill.

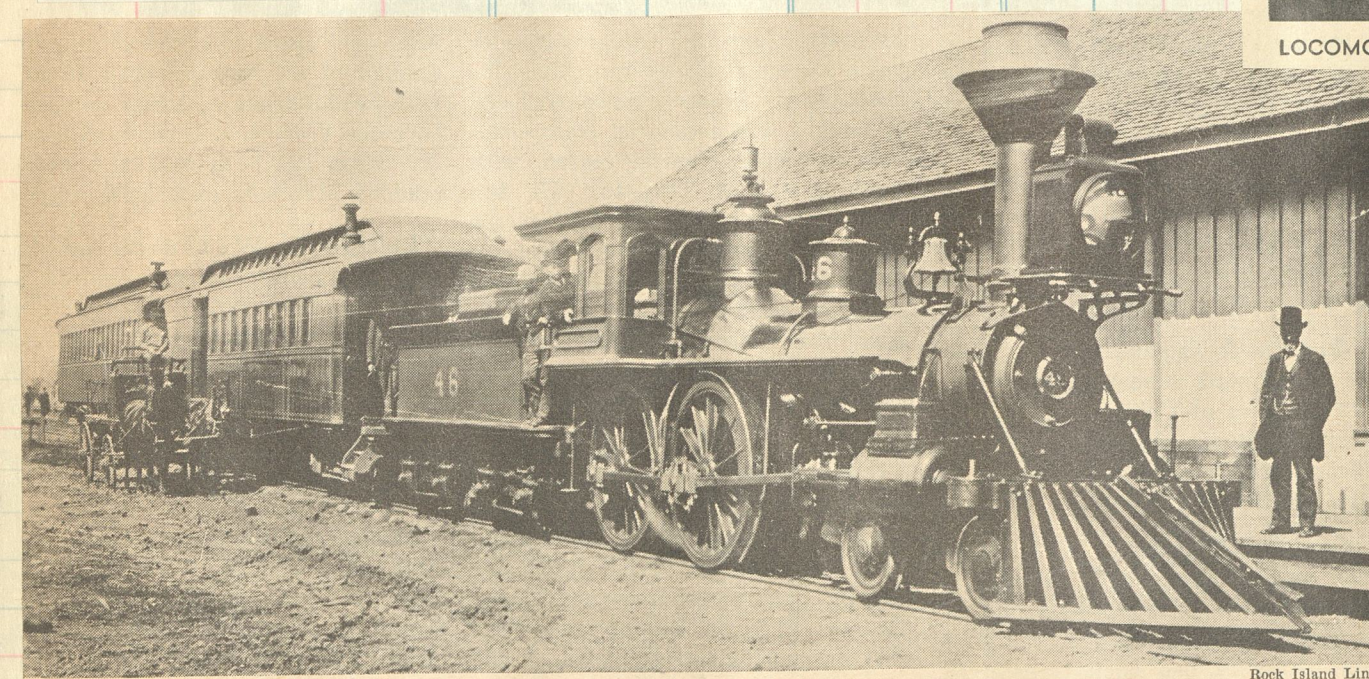


LOCOMOTIVE SHOP OF CHICAGO, ROCK ISLAND & PACIFIC LINES AT SILVIS, ILL.



Chicago, Rock Island & Pacific #1001, 1892, 2-6-6T type.

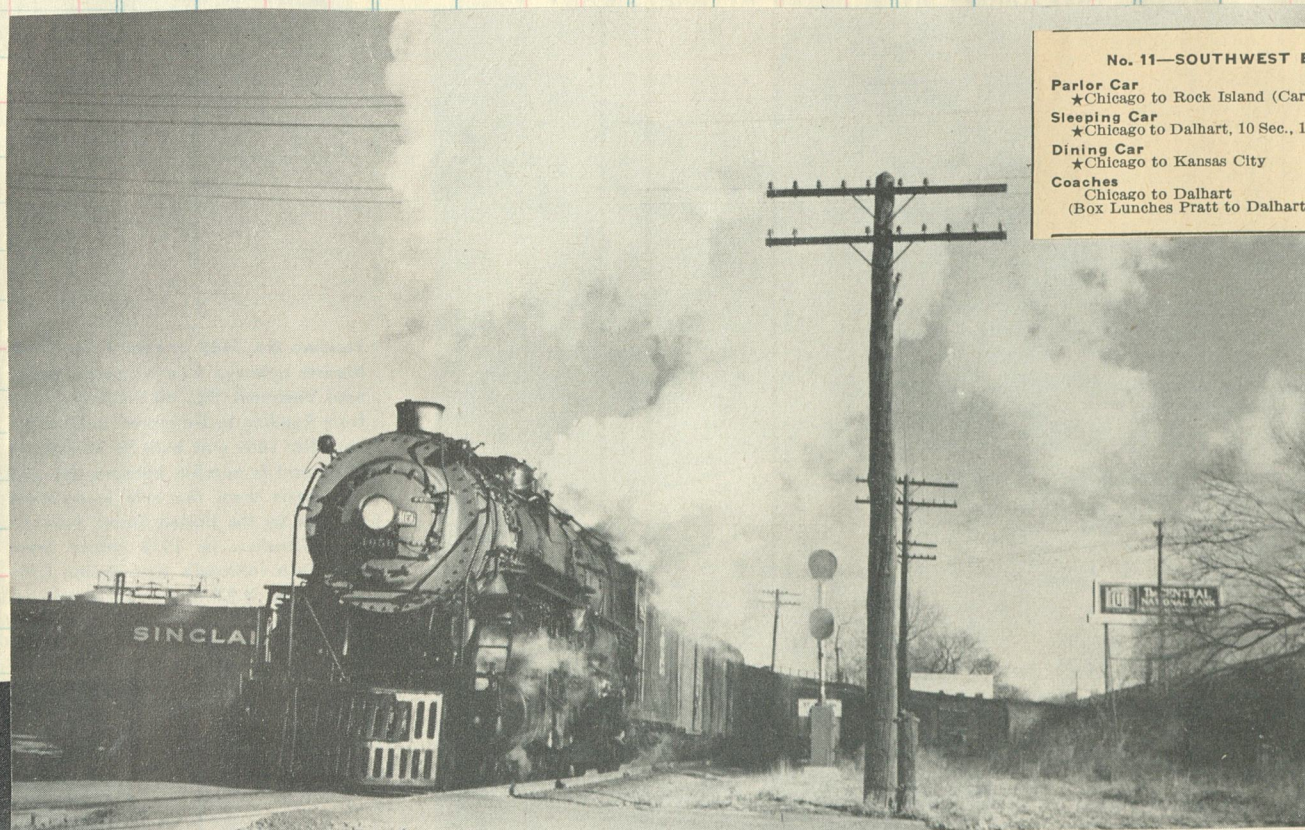
1001-1006 c/n 13237 renoed 1051



EARLY ROCK ISLAND TRAIN

Rock Island Lines

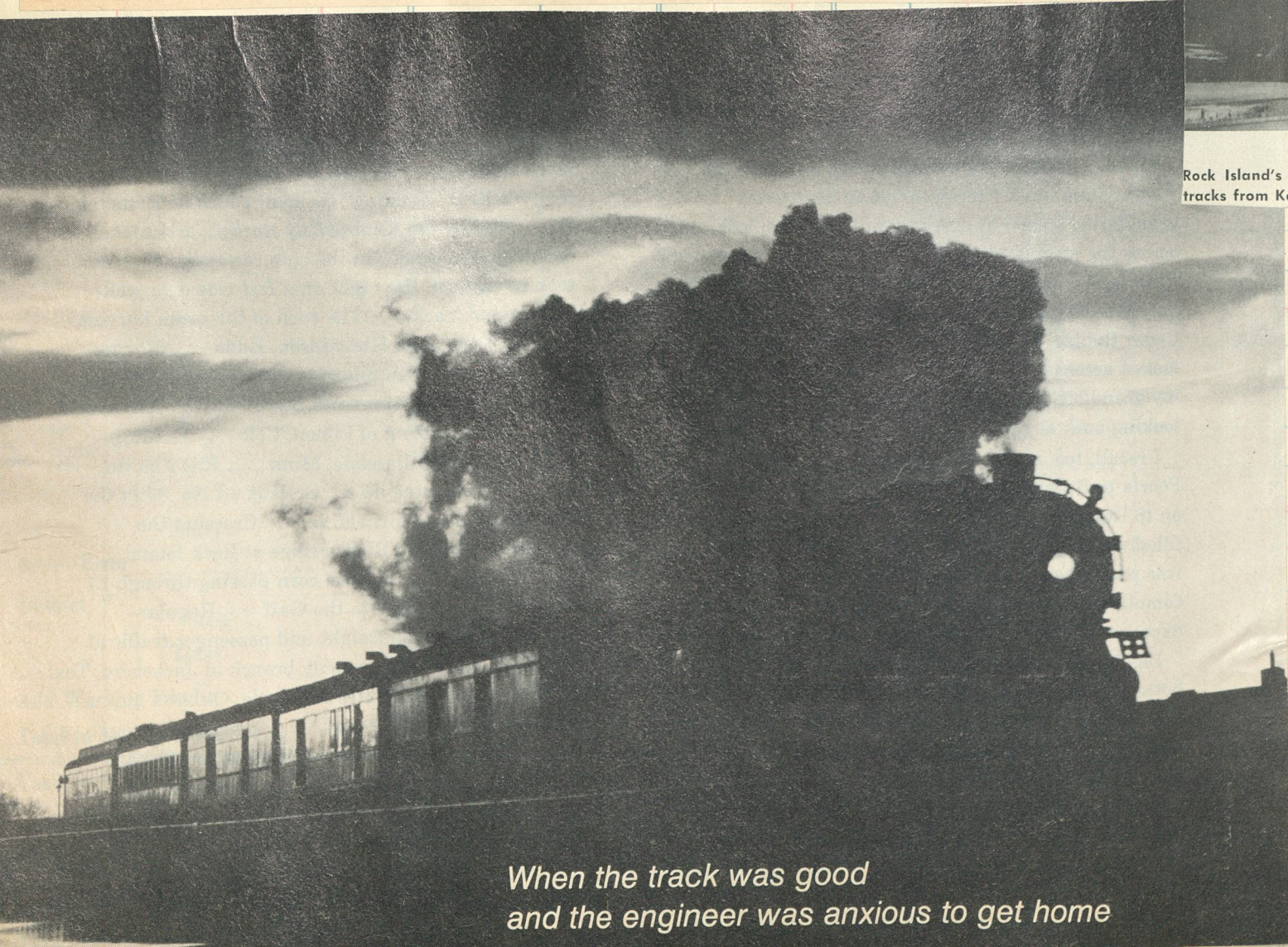
This picture was taken in 1881 by G. J. Gould at Indianola station, Iowa. The agent is standing on the platform and the train is ready to start for Des Moines.



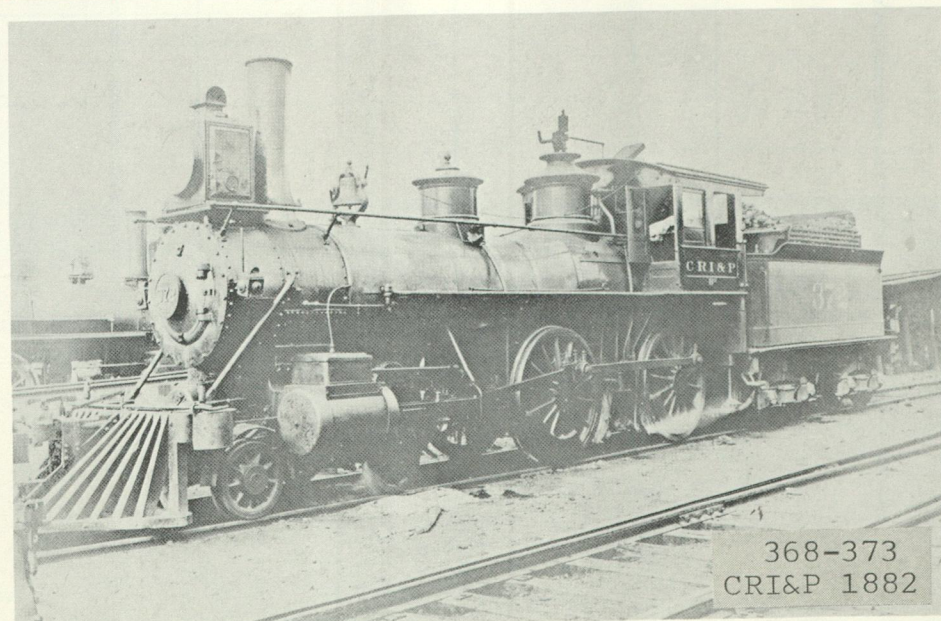
Don Smith

Rock Island's Southwest Express has just left the station at Topeka, Kan., and is turning south onto its own rails after using Union Pacific tracks from Kansas City. The train is headed by an M-50a rebuilt 4-8-2 and is bound for Tucumcari, N. Mex., where Southern Pacific takes over

No. 11—SOUTHWEST EXPRESS—Daily
 Parlor Car
 ★Chicago to Rock Island (Car 115) (R. I. Car)
 Sleeping Car
 ★Chicago to Dalhart, 10 Sec., 1 D. R., 1 Compt. (Car 11)
 Dining Car
 ★Chicago to Kansas City
 Coaches
 Chicago to Dalhart
 (Box Lunches Pratt to Dalhart)



When the track was good
 and the engineer was anxious to get home



368-373
 CRI&P 1882

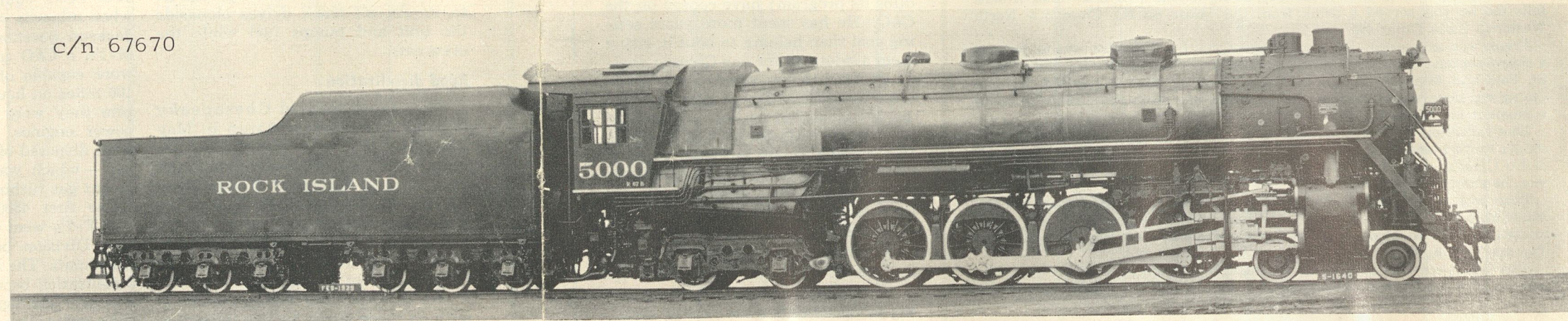
No. 372 was a B-13 class 4-4-0 of classic American Standard 4-4-0 lines.

Famous steam locomotives: 4

Rock Island's 5000's



c/n 67670



"WHAT we want," Rock Island told American Locomotive, "is an engine to expedite the heavy freight movement over our Chicago-Kansas City line. Also, an engine we can convert for passenger work without basic design changes. Send us a sample first, but keep the dies handy because we'll be back for more if she fills the bill."

Northern No. 5000, the prototype constructed by Schenectady in February 1929, was real horsepower, handsomely packaged with pumps on pilot beam, flat slab rods, a jacket free of piping, and a Coffin horseshoe-shaped feedwater heater thoughtfully hidden within her smokebox. She had 69-inch drivers, a long stroke, and a big boiler to keep her rolling, and a booster to get her out of terminals and over the ridges. And with an engine weight of 434,000 pounds, No. 5000 was the

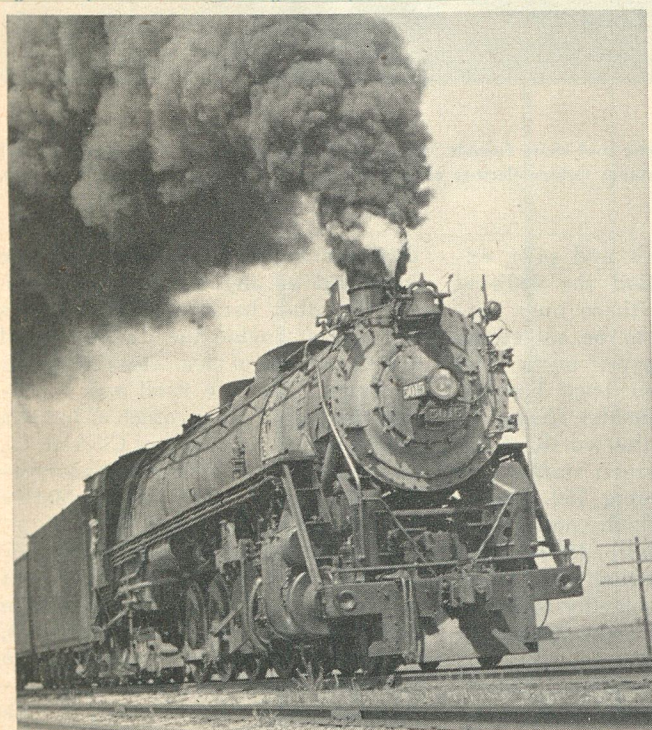
heaviest locomotive RI owned. Less than 90 days after the road started to put the new 4-8-4 through her paces, Alco got an order for 24 more; before the year was out another 40 (these with one-piece instead of bar frames) had been contracted for, thus making the R-67b the largest single class of 4-8-4's on anybody's railroad.

The 5000-5064 series was subsequently modernized with 74-inch drivers, roller bearings, lightweight rods, force-feed lubrication, and enlarged tanks during the granger road's famous "planned progress" program; these modifications cut maintenance by 29 per cent and increased monthly mileages up to 8680 miles. Fast-spreading dieselization has cut all but 38 of the 5000's off the roster. But they will be remembered. Ask any Rock Island man. — D.P.M.

The Rock Island owned the largest fleet of 4-8-4's of any U. S. road, eighty five.

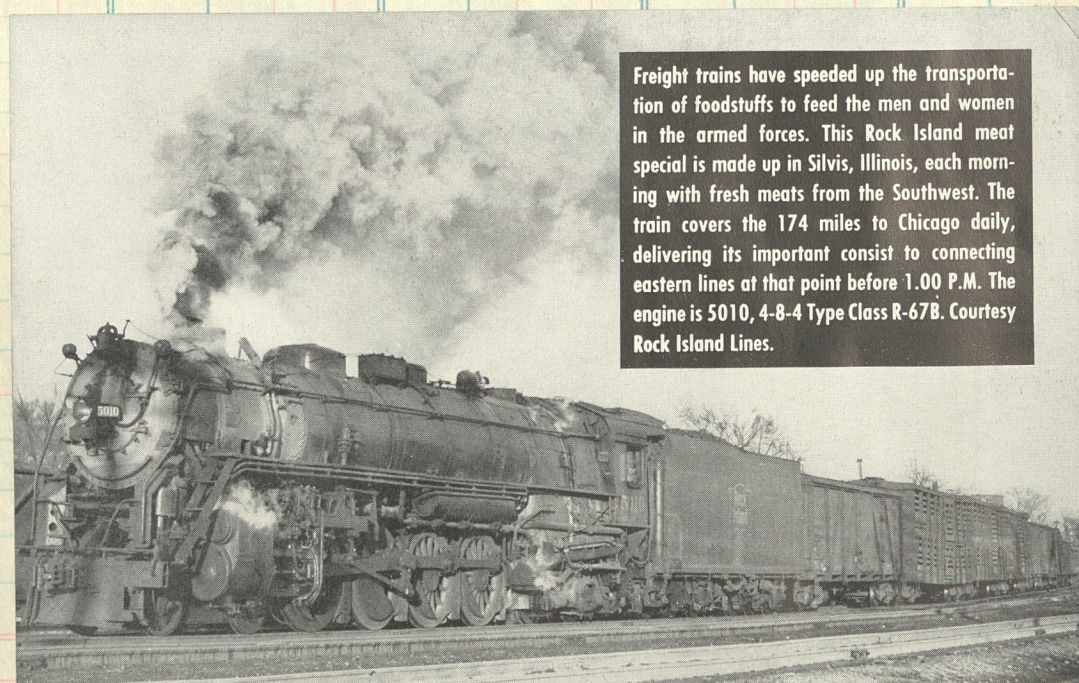
All were built by Schenectady, thus:

5000	1928
5001-5024	1929
5025-5064	1930
5100-5109	1944
5110-5119	1946



Carl J. Bachmann.

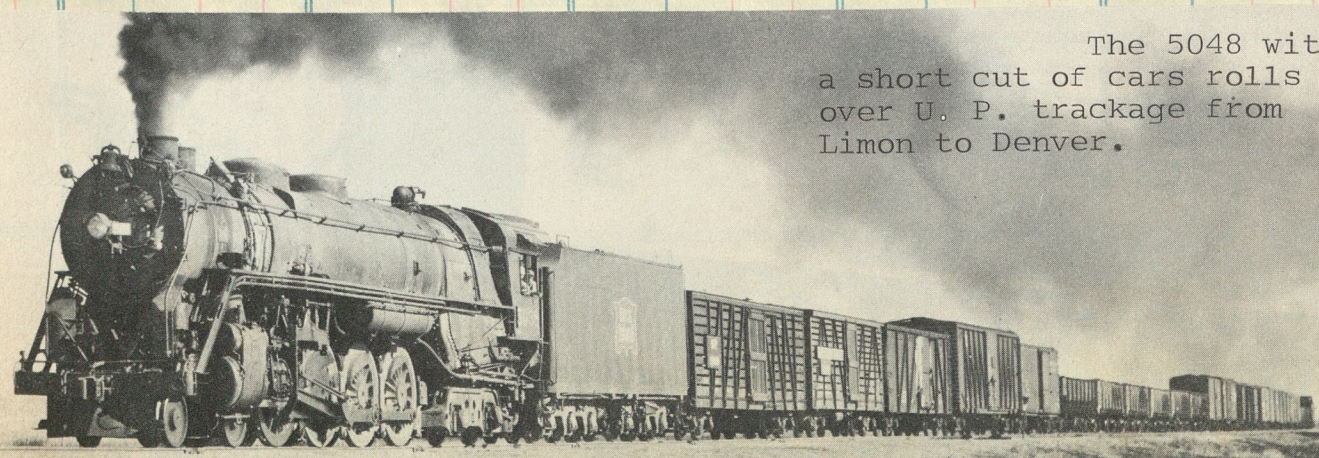
Extra 5015 East — a block of 60 reefers picked up from the Southern Pacific — hits 50 miles an hour beyond the yard limits of Tucumcari, N. M., behind the huge box-car tank of Rock Island R-67b-class 4-8-4 No. 5015.



Freight trains have speeded up the transportation of foodstuffs to feed the men and women in the armed forces. This Rock Island meat special is made up in Silvis, Illinois, each morning with fresh meats from the Southwest. The train covers the 174 miles to Chicago daily, delivering its important consist to connecting eastern lines at that point before 1.00 P.M. The engine is 5010, 4-8-4 Type Class R-67B. Courtesy Rock Island Lines.



Thunder clouds

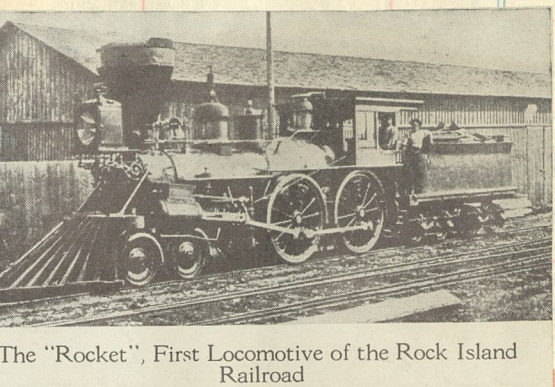


The 5048 with a short cut of cars rolls over U. P. trackage from Limon to Denver.

OCTOBER, 1935
CORRECTED TO SEPTEMBER 29, 1935

Rock Island

"83 YEARS' SERVICE"

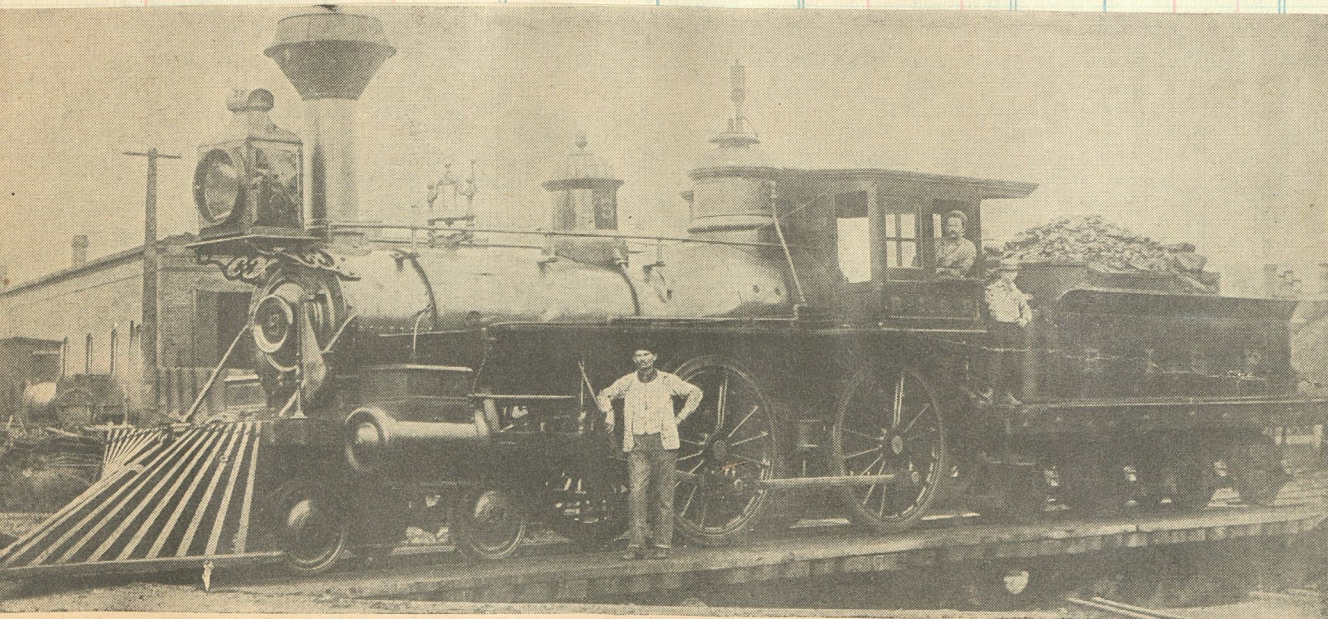


The "Rocket", First Locomotive of the Rock Island Railroad

Rogers 1852



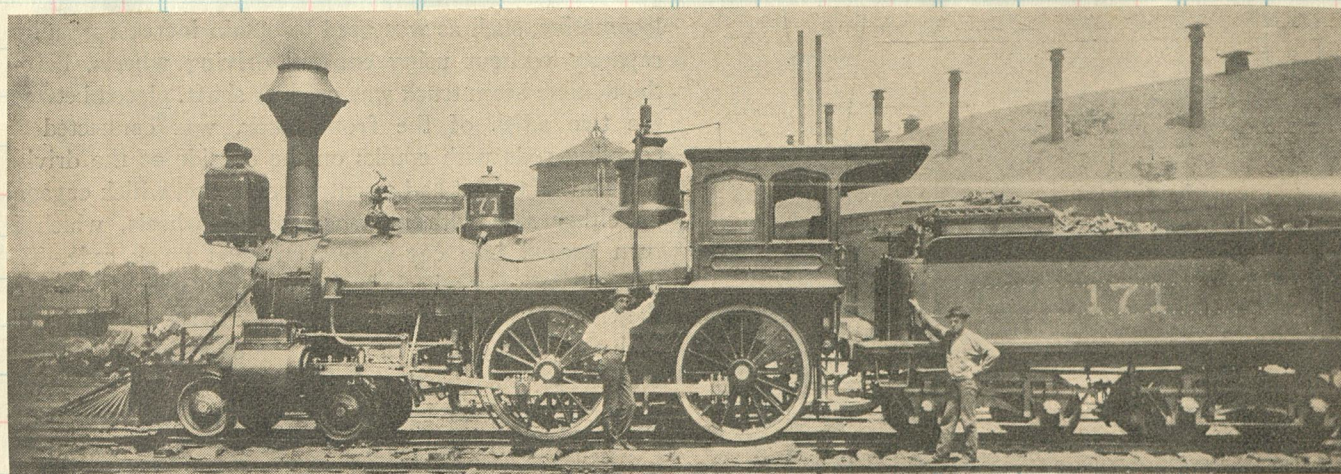
Chicago, Rock Island & Pacific M-50-A class Mountain 4049 roars westward near Muncie, Kansas with its 16-car Main train — a troop extra — in May, 1952.



DATES BACK TO THE SEVENTIES

old-time Roger engine, probably built in the 1870's, was fired in 1882 from Peoria to Rock Island, Ill., by Brother R. M. Wombacher 559. When he was promoted to engineer he had her for a regular engine. The old road is now a branch of the Chicago, Rock Island and Pacific.

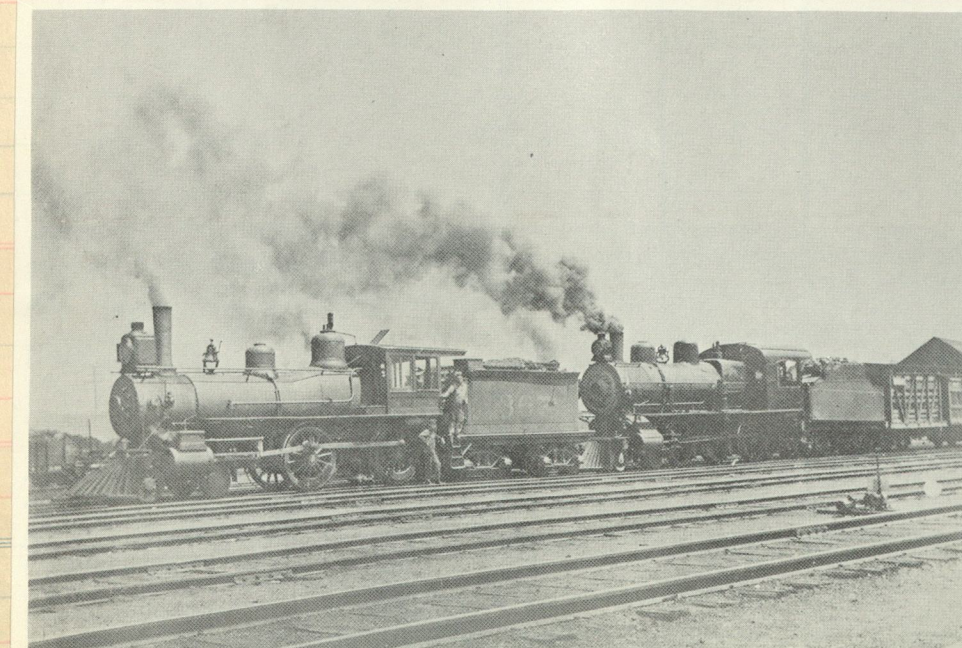
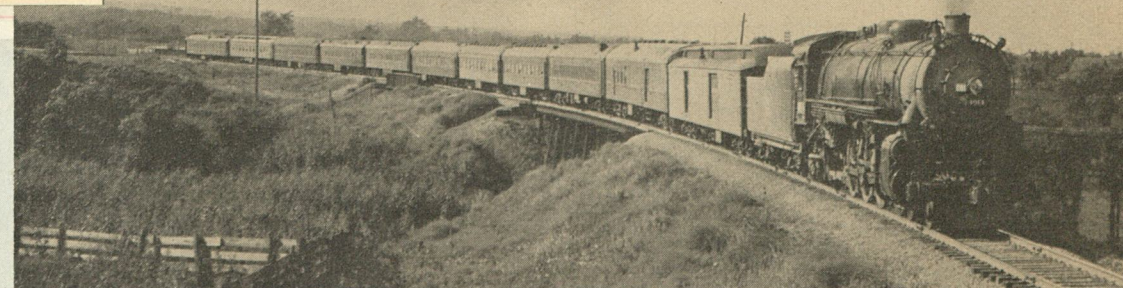
Built as the Peoria & Rock Island #5 by Rogers 1871 c/n 1903. Later, as shown as Rock Island & Peoria #5



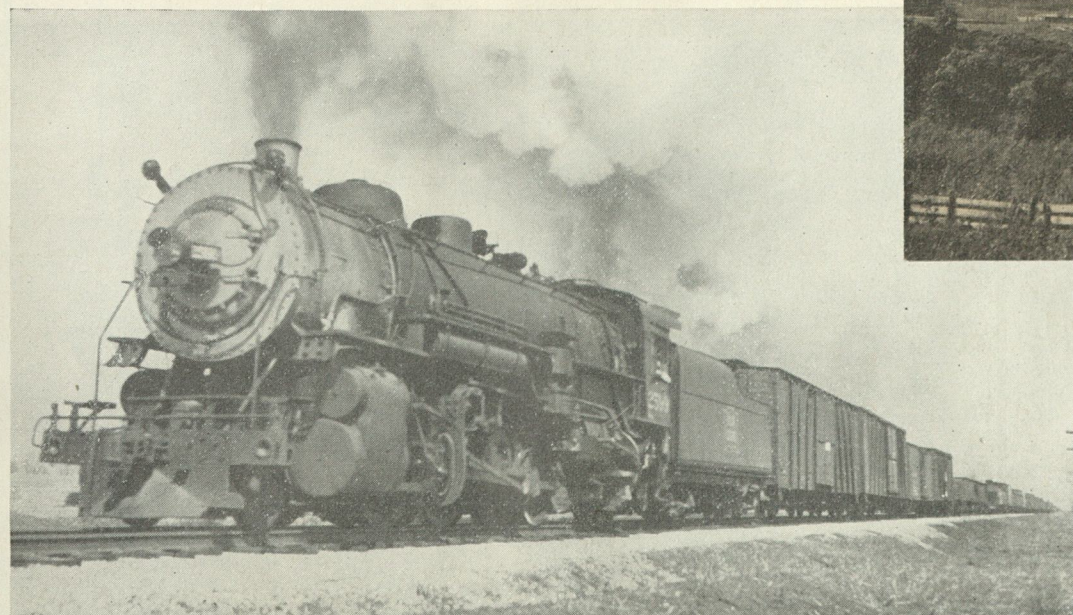
Built by Grant 1871 (WDE)

Trn 112 "Memphis-Californian" near Elk City, Okla

No. 112—MEMPHIS-CALIFORNIAN—Daily
Sleeping Cars
★Los Angeles to Memphis, 10 Sec., 1 D. R., 2 Compt.
(Car 21) (Los Angeles to Tucumcari No. 4)
Dining Car
★Tucumcari to Little Rock (Serving all meals)
Chair Cars and Coaches
★Los Angeles to Memphis (Los Angeles to Tucumcari No. 44) (Tray Service)
★San Diego to Memphis (To Tucumcari No. 44)
★Tucumcari to Memphis
★Amarillo to Memphis

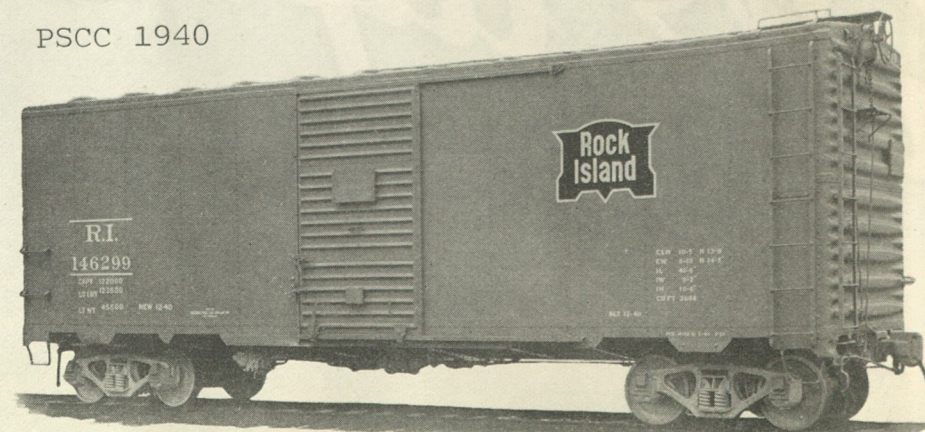


Double-headed freight at the Rock Island yard. The lead engine is a B-15 class 4-4-0 built by Brooks in 1891, followed by one of the Rock Island's ten D-28 class Ten-Wheelers delivered from the same builder a decade later.

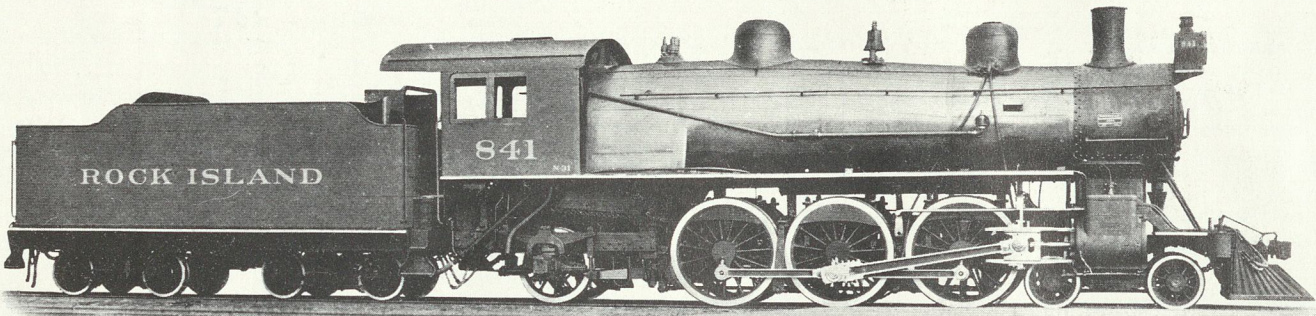


Paul H. Strineham, Rock Island News Stand, Peoria, Ill.

PSCC 1940

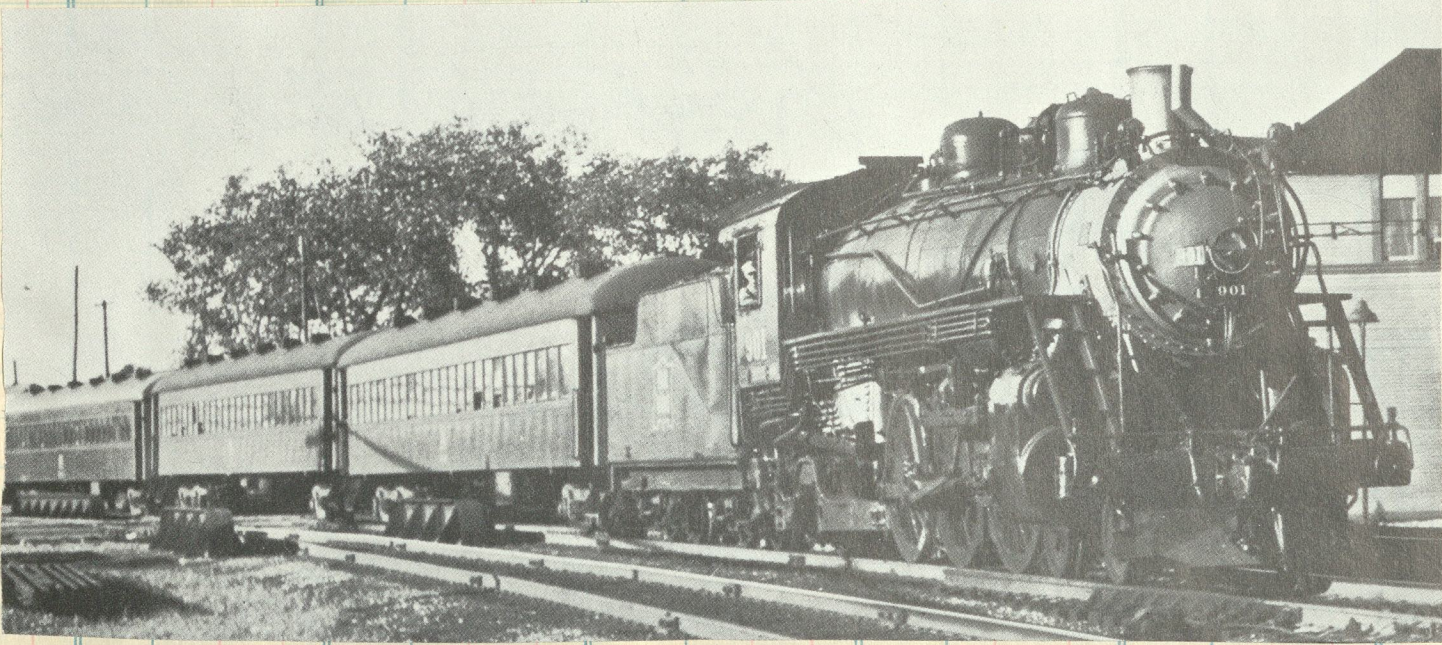
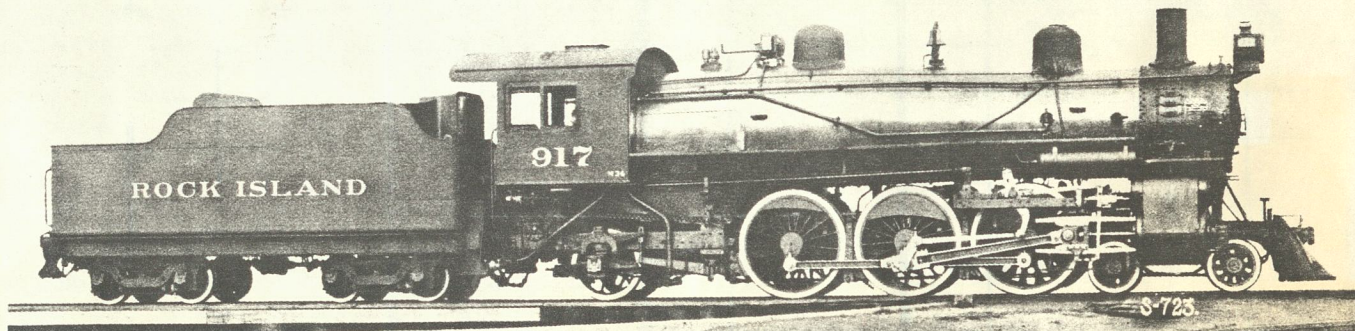


Eng 913, class P-33, one of fifty Pacifics delivered by Schenectady in 1910
working a suburban run near Englewood.
Cyls 23 1/2x28 dvs 74 BP 185
TE 32,850#

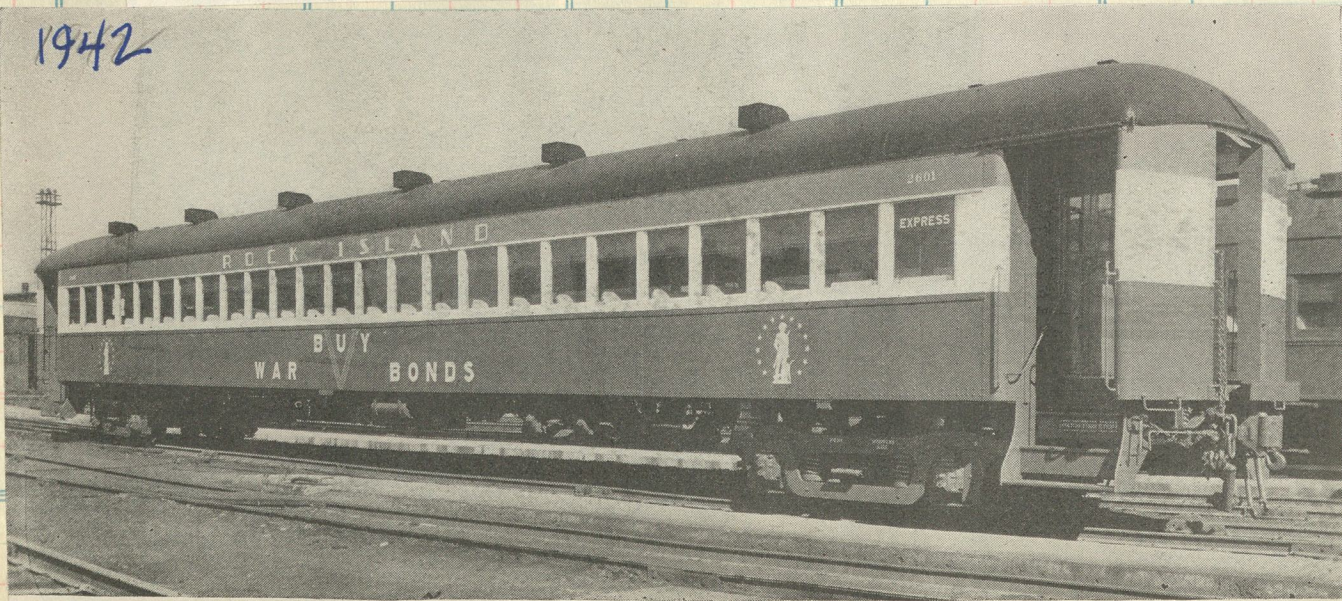


831-846 c/n 28195 Schenectady 1905

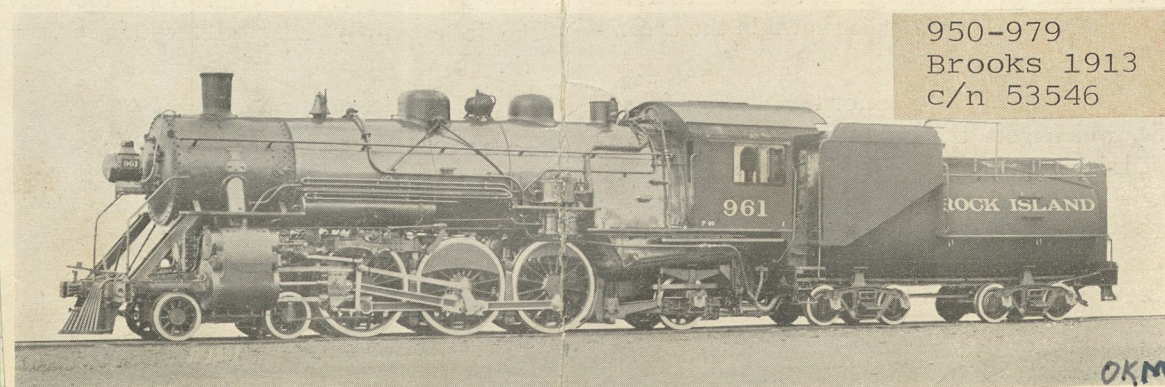
895-919 class P-33 c/n 48134 Schenectady 1910



The Rock Island maintained extensive suburban service in the Chicago district. Above, the 901 drifting near Englewood and at right rolling along outside Joliet.

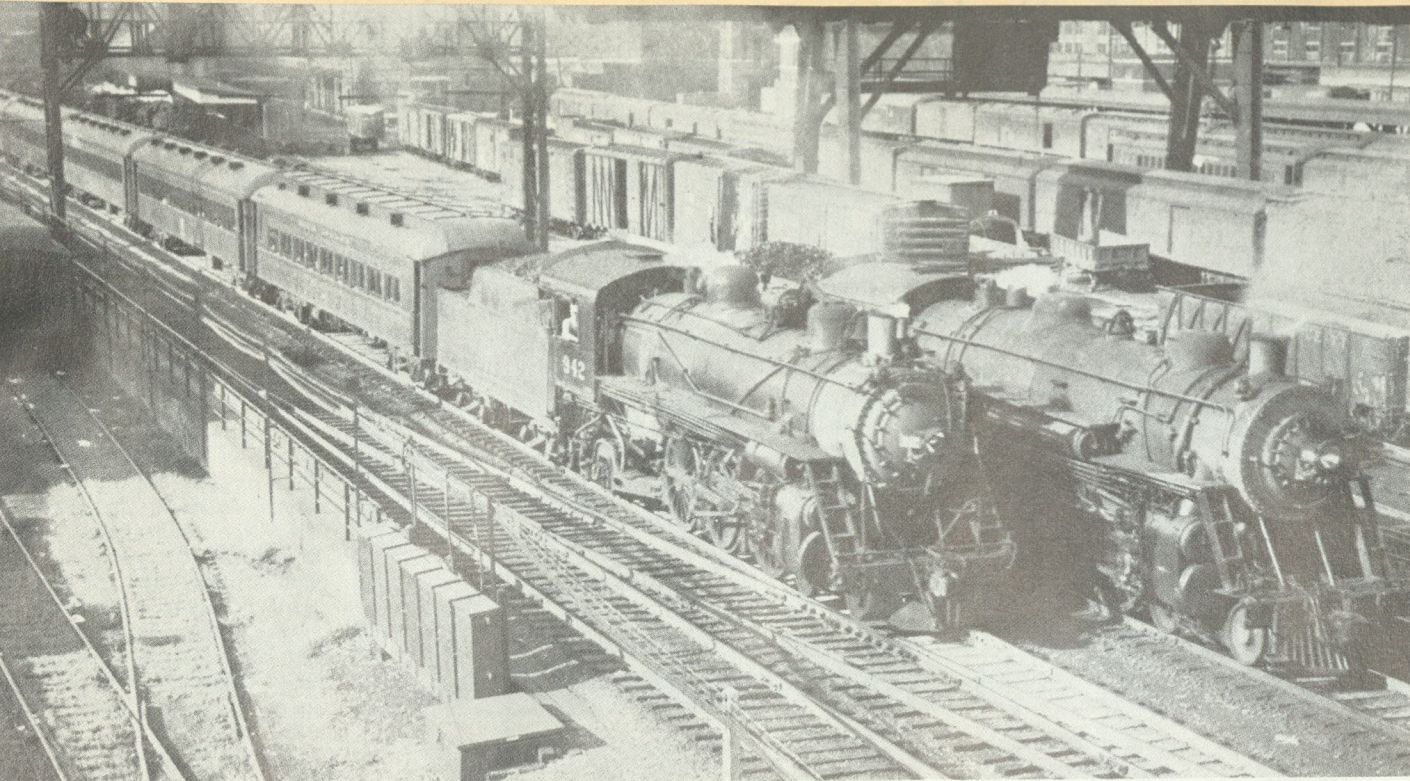


A Rock Island Suburban Car Boosts Bonds
This red, white and blue suburban coach is being operated by the Chicago, Rock Island & Pacific to publicize war bonds.

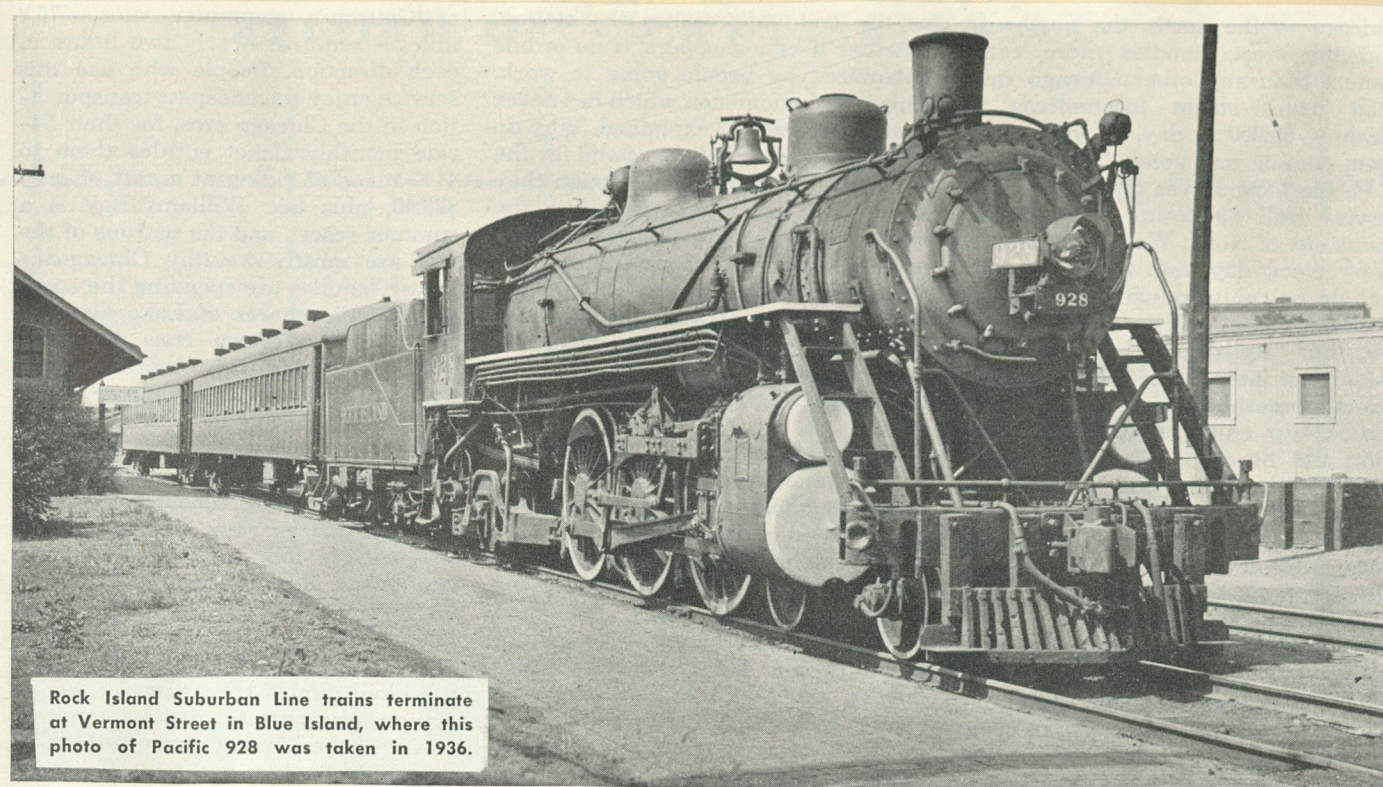


950-979 Brooks 1913 c/n 53546

The last group order of 4-6-2's for the R. I.



THE TIME IS 1948, and steam still rules on the Rock Island. The RI Pacific No. 942 is arriving at Chicago with a seven car express train from Blue Island, as New York Central steamer No. 4713 is backing from the La Salle Street Station to the Engine terminal to be turned and serviced for another passenger run. (Courtesy W. G. Fancher, Rail Photo Service)

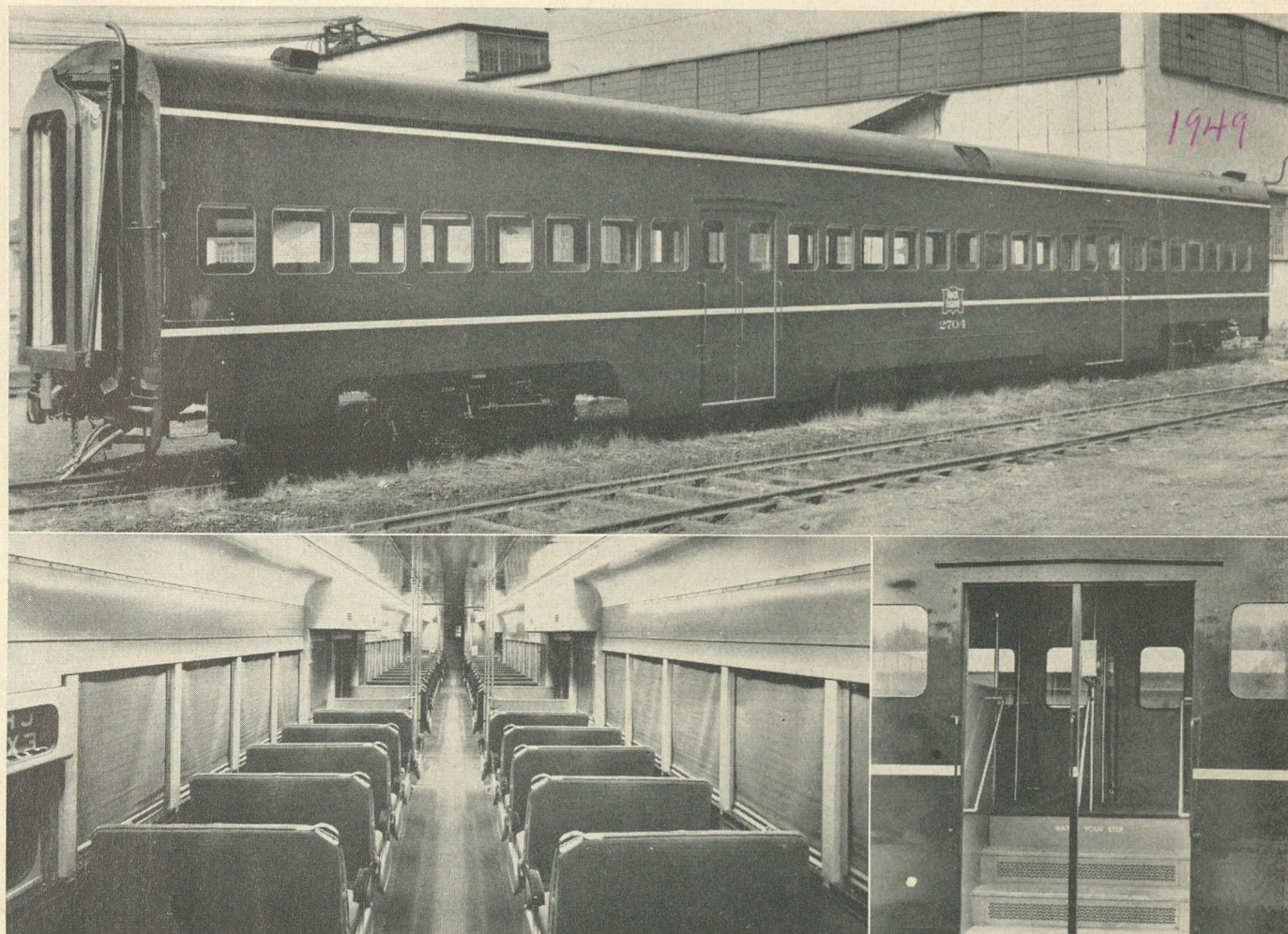


Rock Island Suburban Line trains terminate at Vermont Street in Blue Island, where this photo of Pacific 928 was taken in 1936.

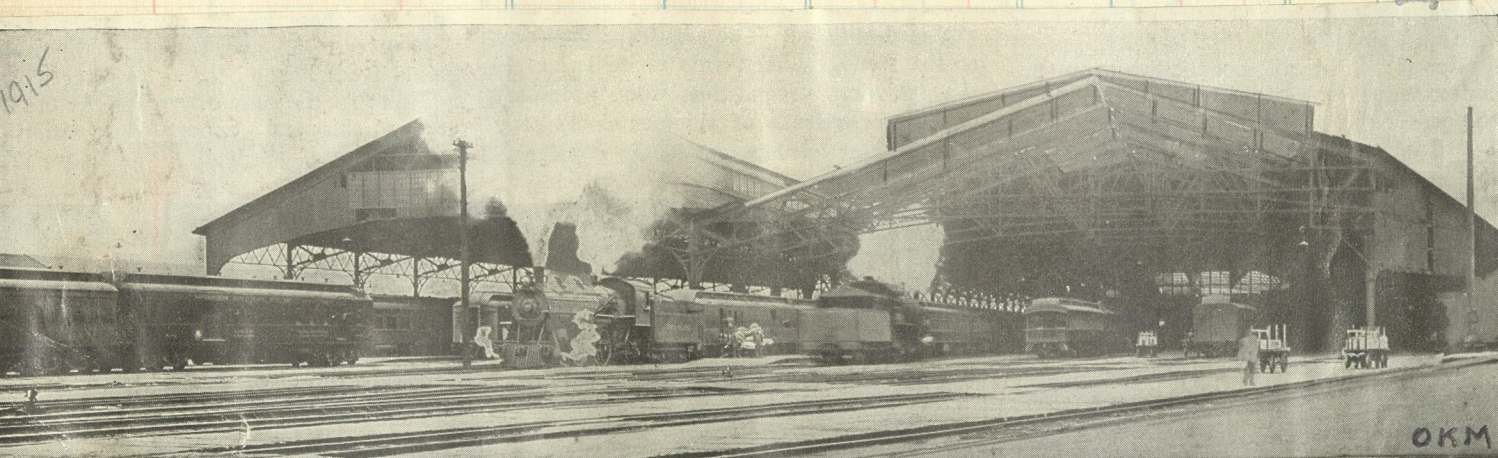


ROCK ISLAND suburban for Blue Island in 1952; W. H. N. Rossiter

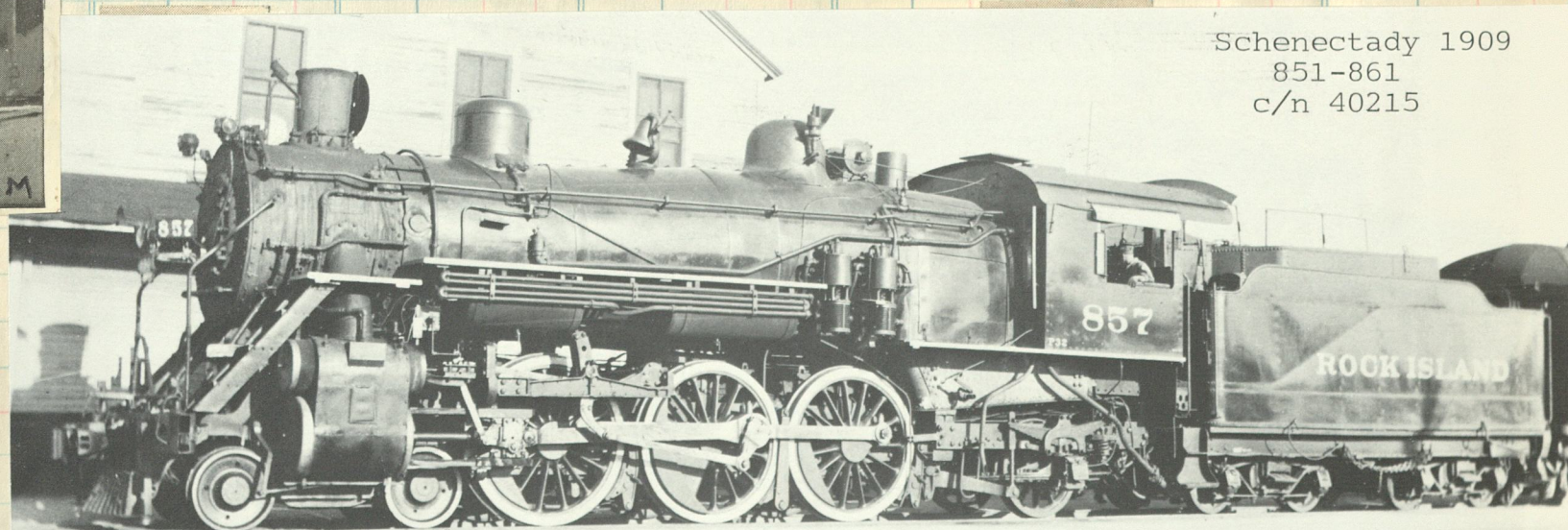
920-944
Schenectady 1910
c/n 48494



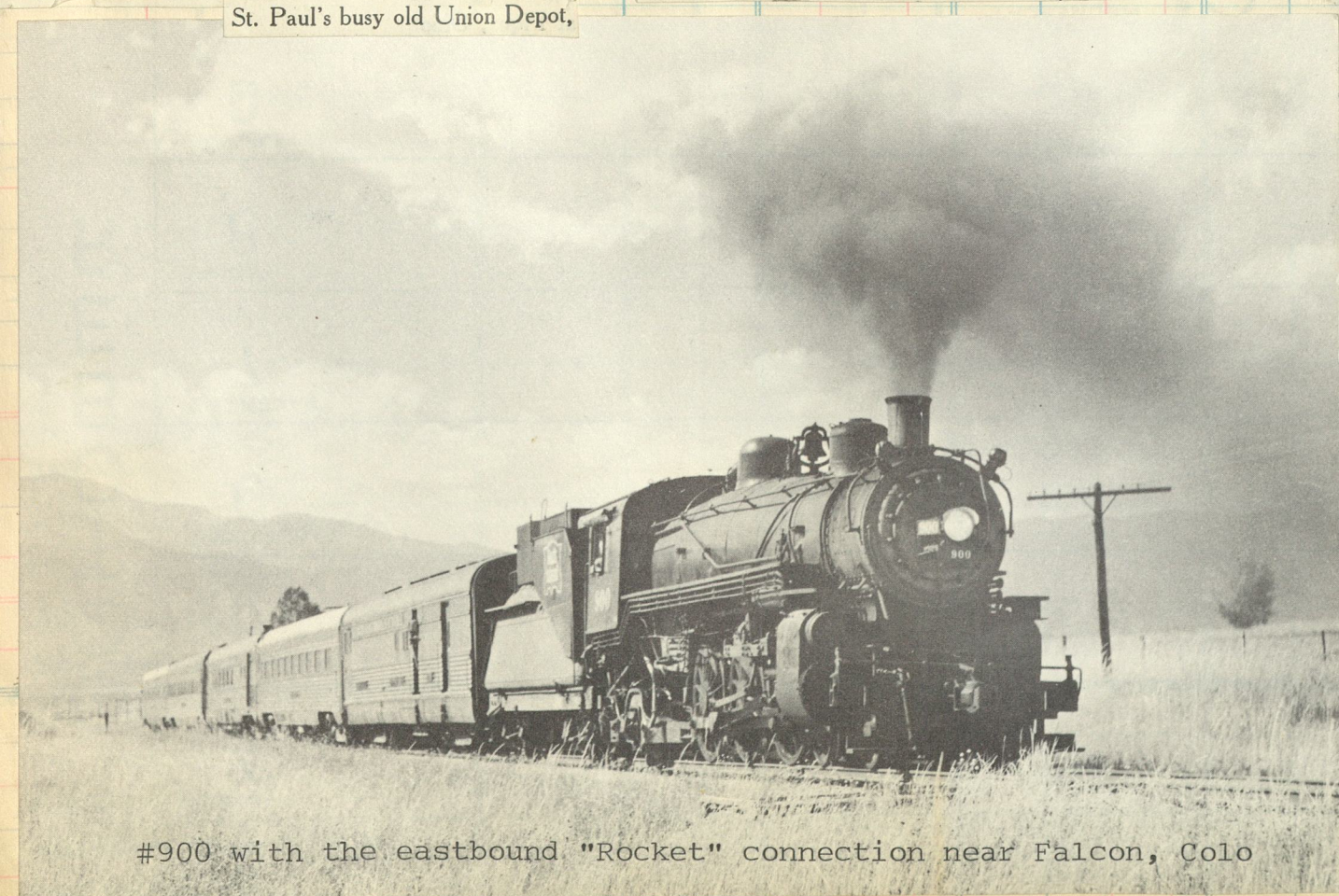
Rock Island's new streamlined commuter coaches are tailored to the patrons' needs, with ample loading and unloading facilities on the order of rapid-transit coaches. Some of the 85-foot cars are forced-air ventilated and some are air conditioned; all have reversible seats for 100 riders.



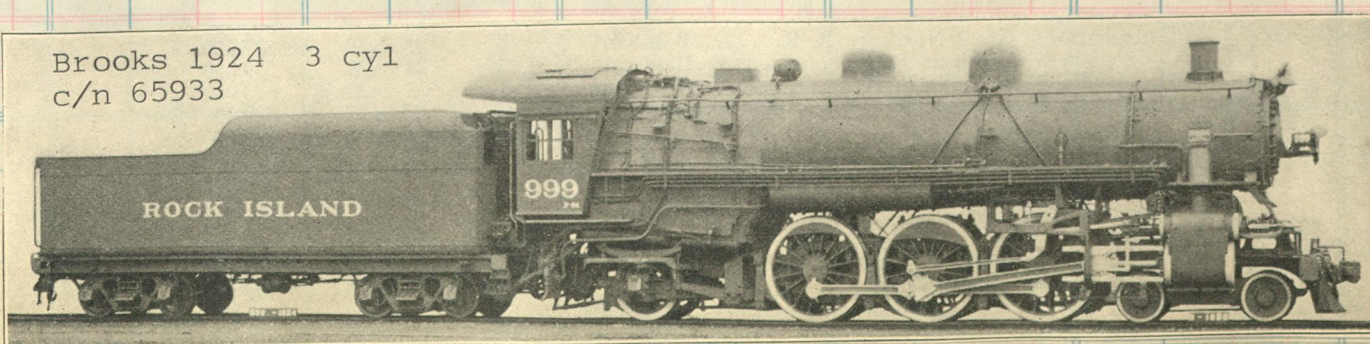
St. Paul's busy old Union Depot,



Schenectady 1909
851-861
c/n 40215



#900 with the eastbound "Rocket" connection near Falcon, Colo



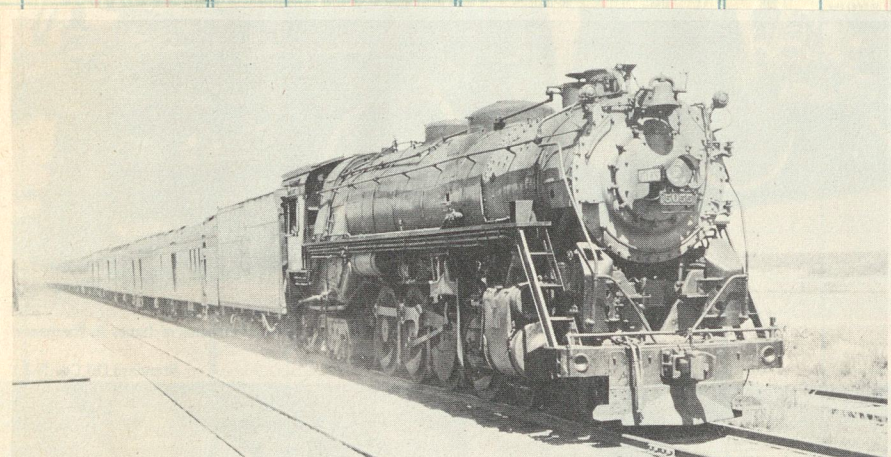
Brooks 1924 3 cyl
c/n 65933

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.
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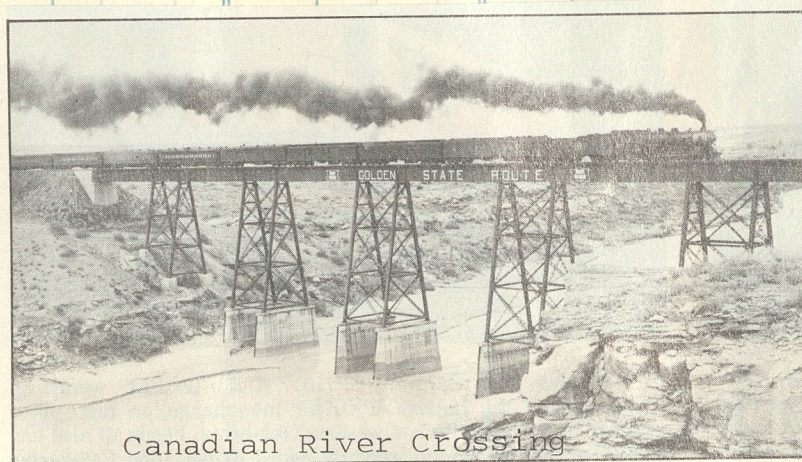
Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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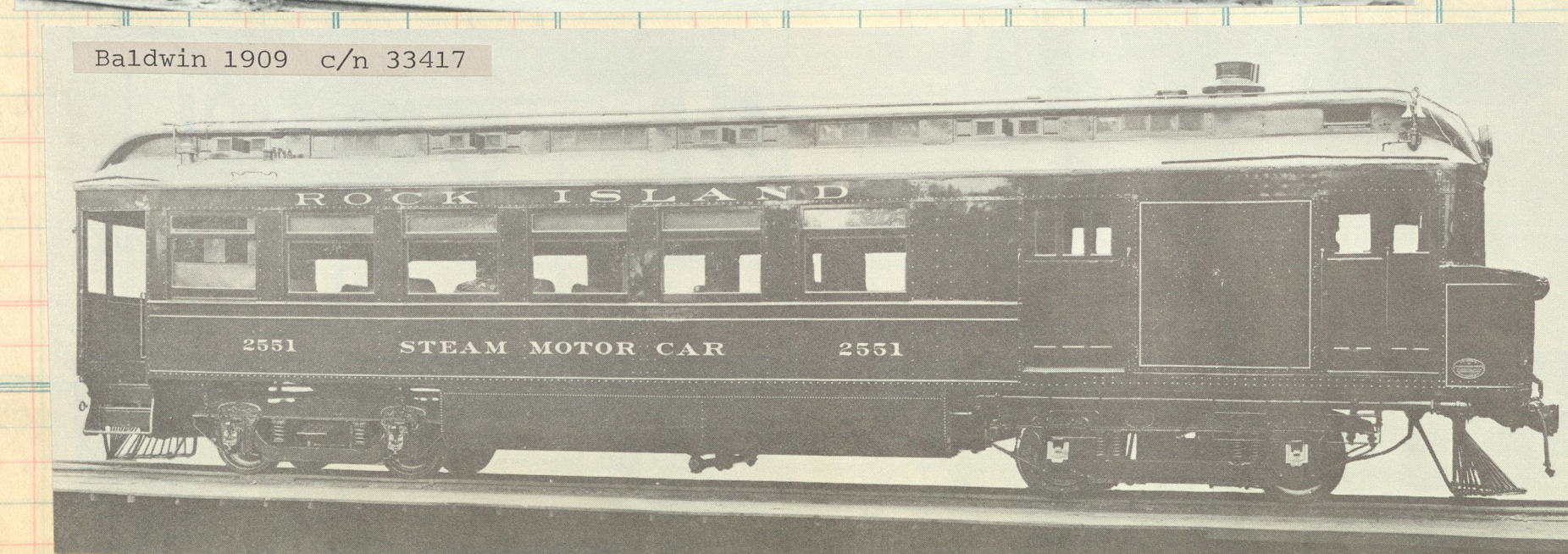
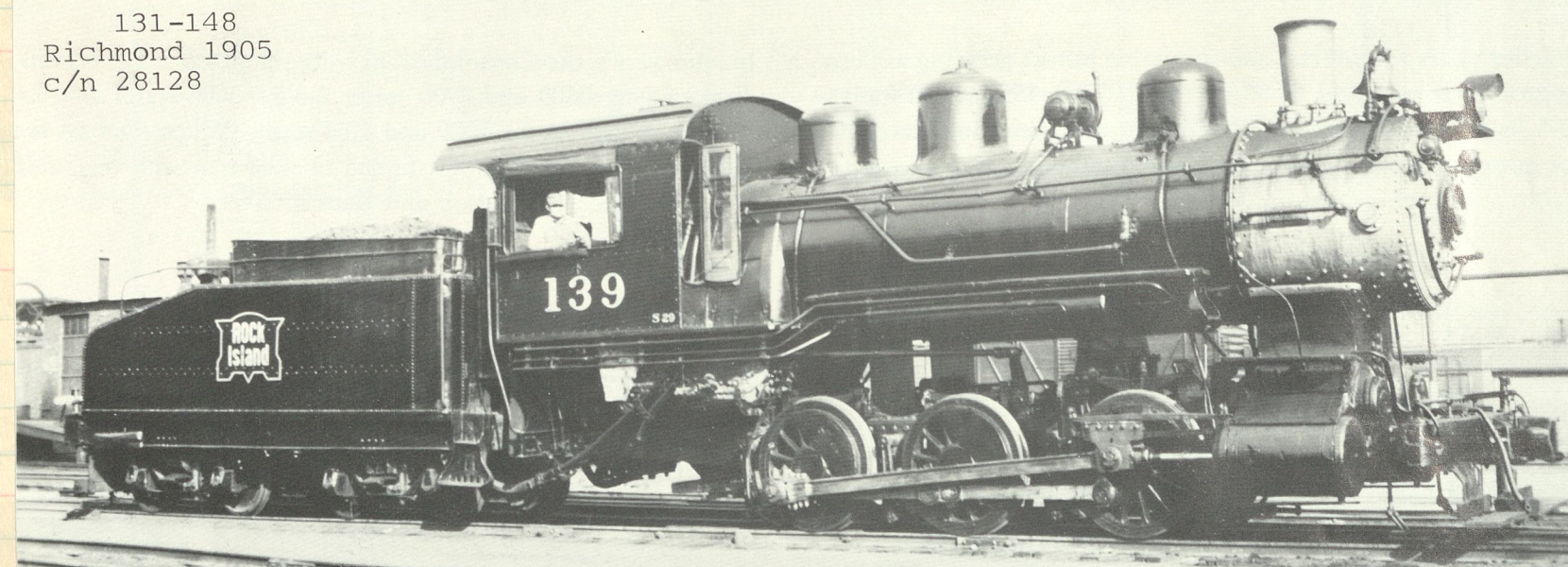
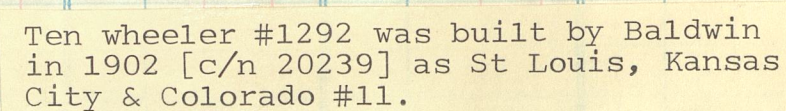
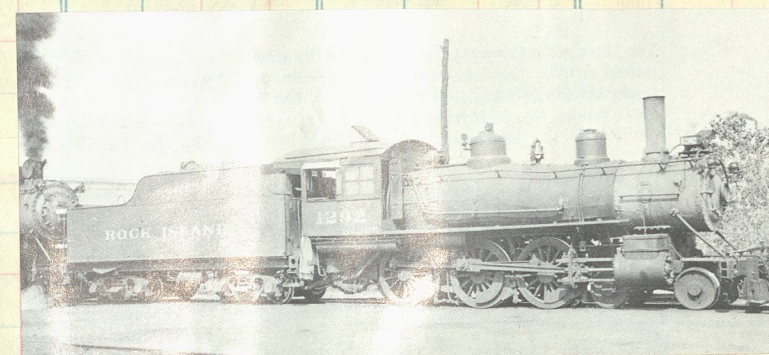
Richard H. Kindig



Carl J. Bachmann.



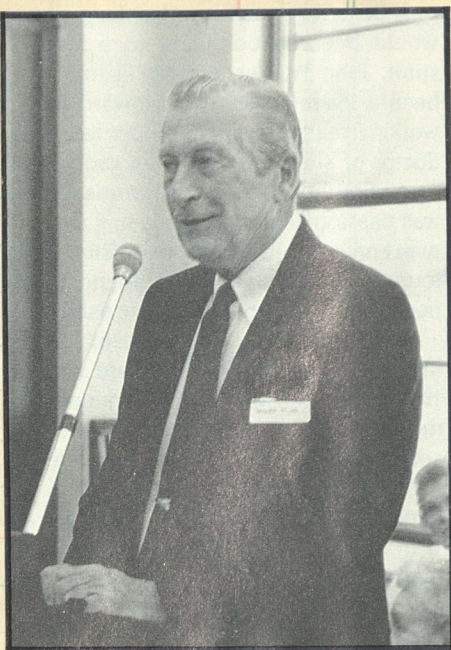
Carl J. Bachmann



Keokuk [IA] Union Station
Served the CB&Q, CRI&P, Wabash and TP&W

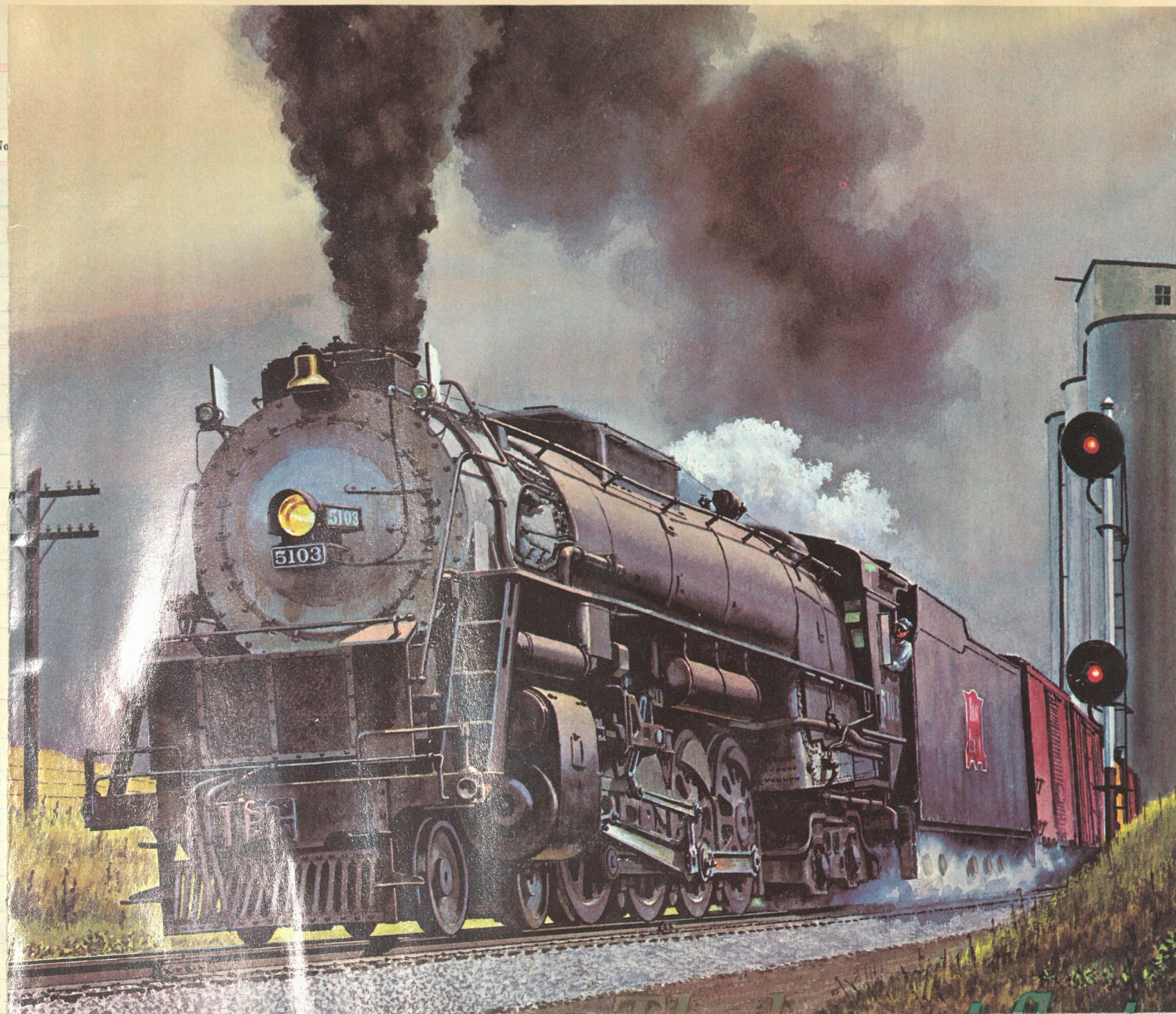
SELLER
DATE
FORM

Clos. No.



HOWARD FOGG

Dean of American
railroad artists



The Railroad Fan

ELDON, Mo.

TO THE EDITOR:

There was a time when a youngster with the necessary enthusiasm could land a job in some capacity on some railroad and work upward, but that day has passed. Seniority in every branch of railway service stretches a long way, and it will probably be many years before much new help is employed. The railroad fan can hardly hope to be part of railroading now. All he can do is to collect photographs and make model railway equipment.

If you and I could turn back the clock and envision the thrill we got out of our first call, the eagerness with which we signed our name, we might be more sympathetic and friendly toward the fan who wants a snapshot for his scrapbook or to spend a few minutes in the cab of an old-time engine awaiting the scrap heap.

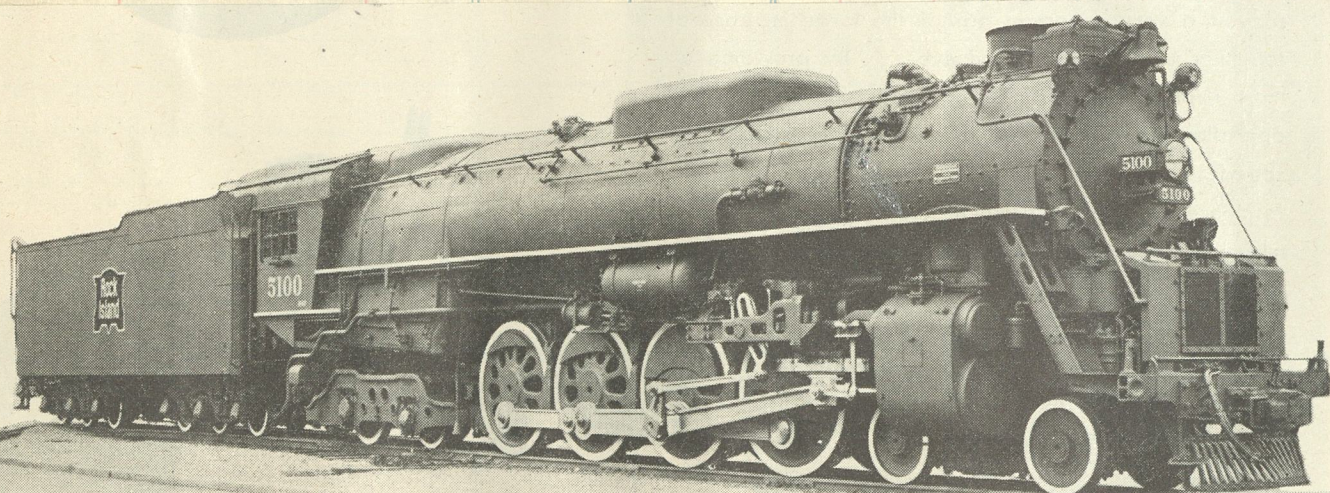
We think of railroad fans as "kids," and so they are, but many of them are "kids" of 50 or 60, with tickets to buy or freight to ship, and, if we give them a better break, we shall have made railroad friends—a necessity in 1935.

The stage is all set and the actors are awaiting their cues all the way from the Gulf of Mexico to the last rail in the frozen north, and from New York to San Francisco. We have a show that can bring back business and prosperity. Let us then cater to the vast audience who, with a little encouragement, will flock to see it.

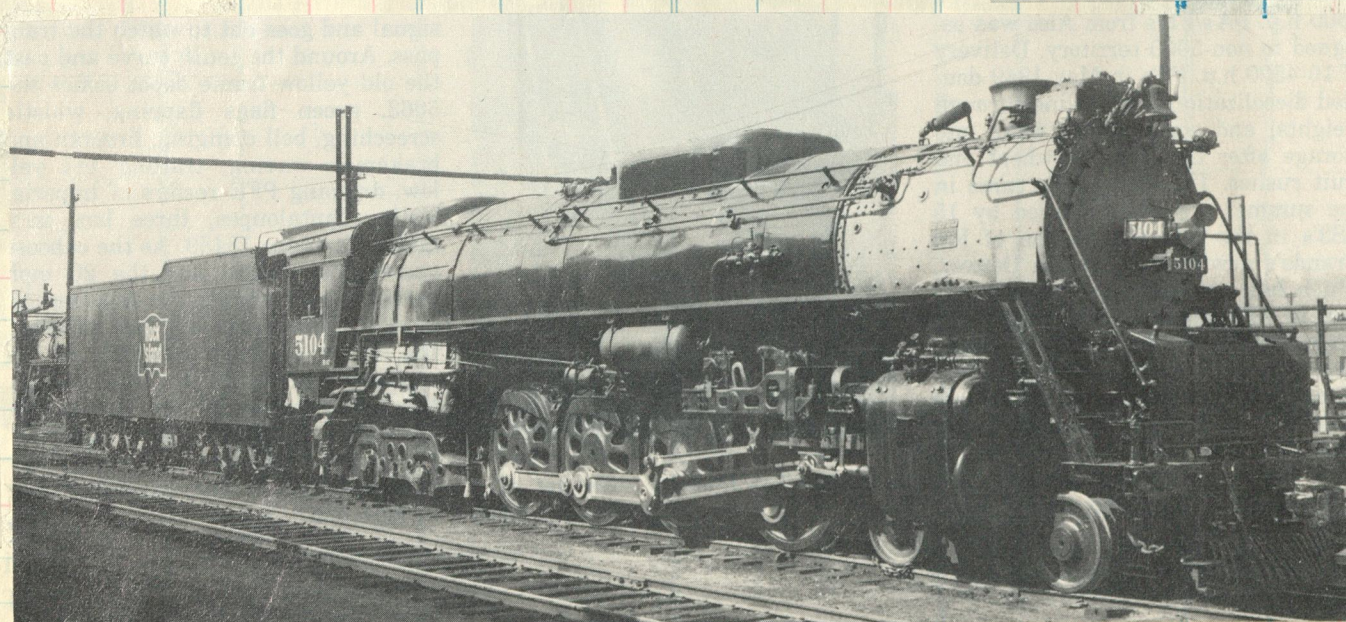
JIM BULLARD,
Conductor and Chairman Business Committee,
Chicago, Rock Island & Pacific.

EXTRA 5103 EAST

One of the many excellent
paintings from the brushes
of Howard Fogg.



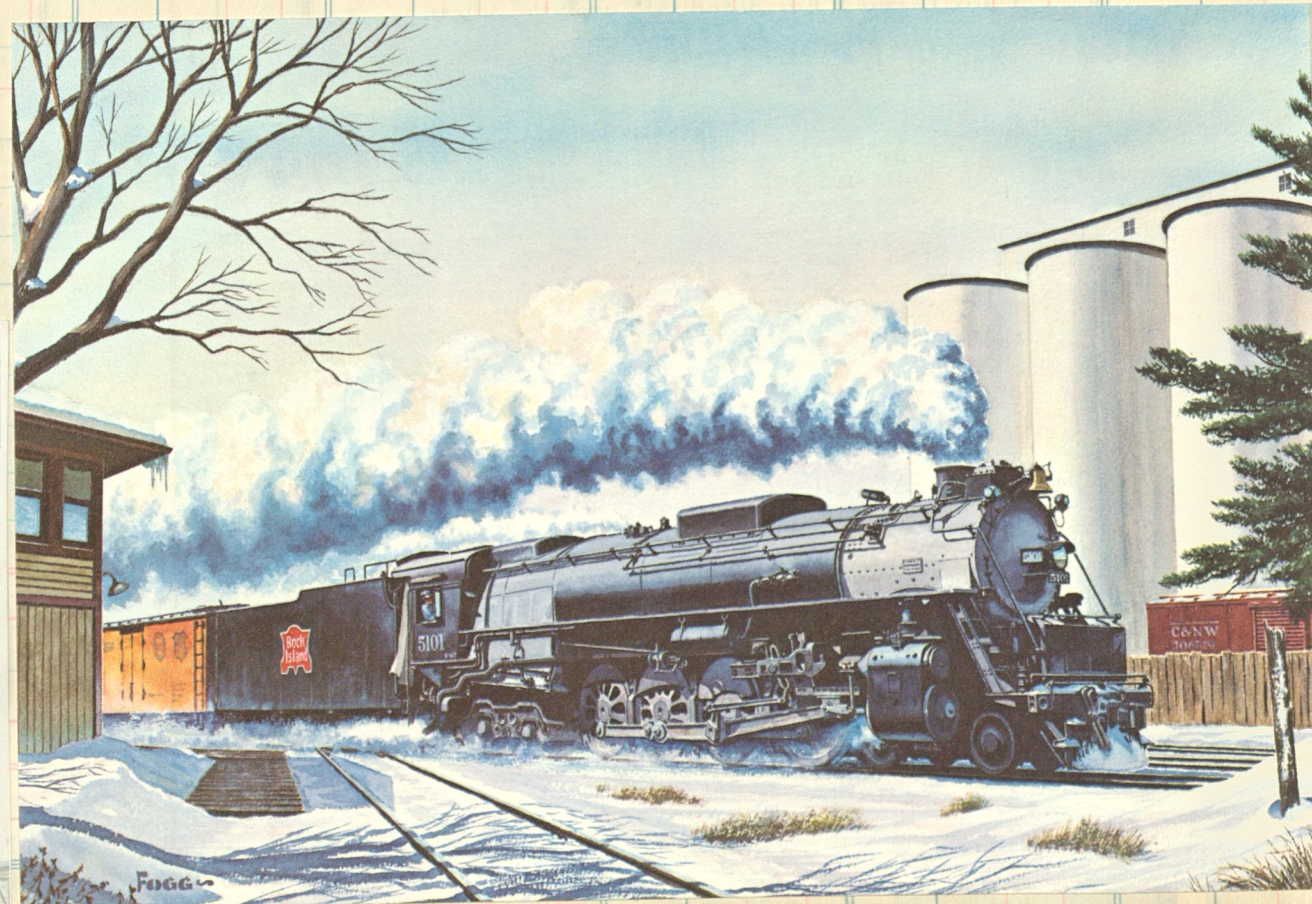
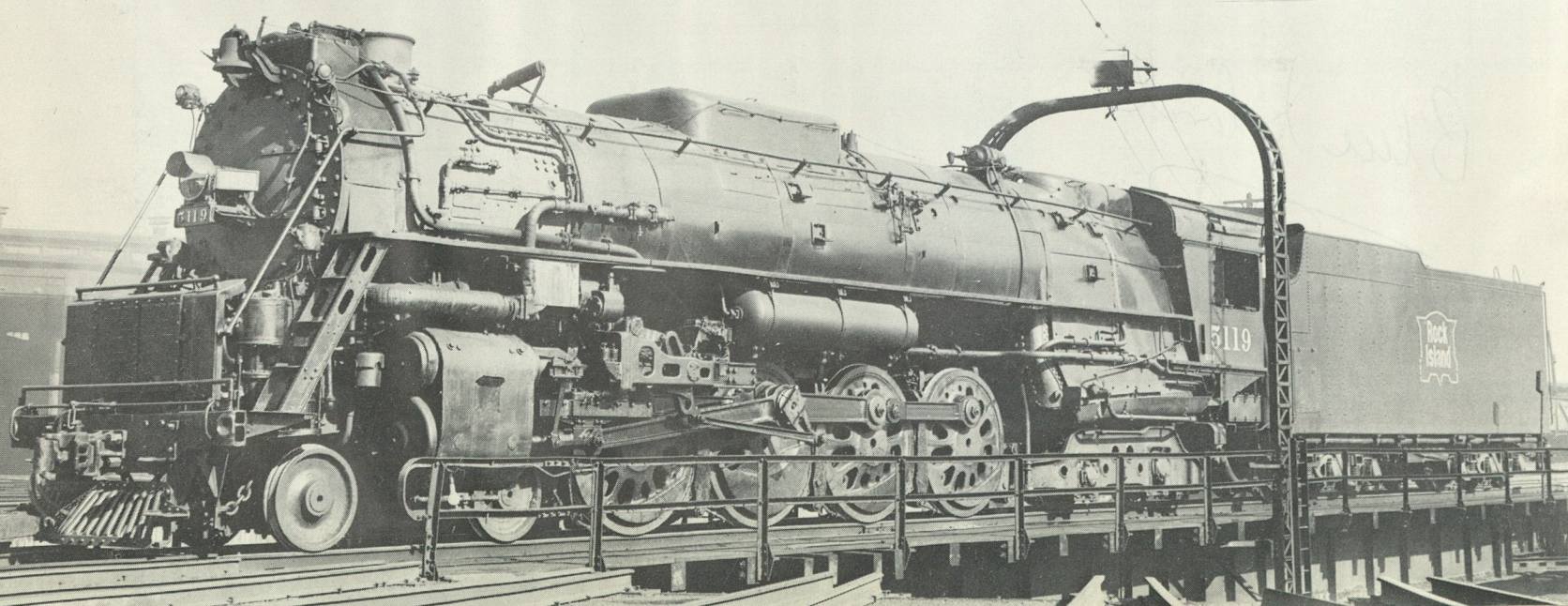
The initial engine of ten ordered, 5100-5109, from Schenectady
in 1944 c/n 71945



The Rock Island rostered the largest fleet of 4-8-4's,
85 engines, of any North American road.

THE ROCK ISLAND'S LAST ENGINE

5110-5119
Schenectady 1946
c/n 74375



Clos. No. Sold Amount Clos. No.

HERE
Make
Sheet

72

No. 43—THE CALIFORNIAN—Daily
(Stewardess—Nurse Service)
Club Lounge Car
★Chicago to Los Angeles (Radio)
Sleeping Car
★Chicago to Kansas City, 12 Sec. 1 D. R.
★Little Rock to Los Angeles, 12 Sec. 1 D. R. (Little
Rock to Tucumcari No. 111 to El Paso S. P.
No. 43, to Los Angeles S. P. No. 5)
Tourist Cars
★Chicago to Los Angeles
Women's DeLuxe Chair Car
★Chicago to Los Angeles (For use of women and children
only) (Free pillows and Porter Service)
DeLuxe Chair Car
★Chicago to Los Angeles (Free pillows over night)
★Tucumcari to Los Angeles (From Memphis No. 111)
(Free pillows over night)
Dining Car
★Serving Economy Meals (Breakfast 25c, luncheon 50c,
dinner 35c)

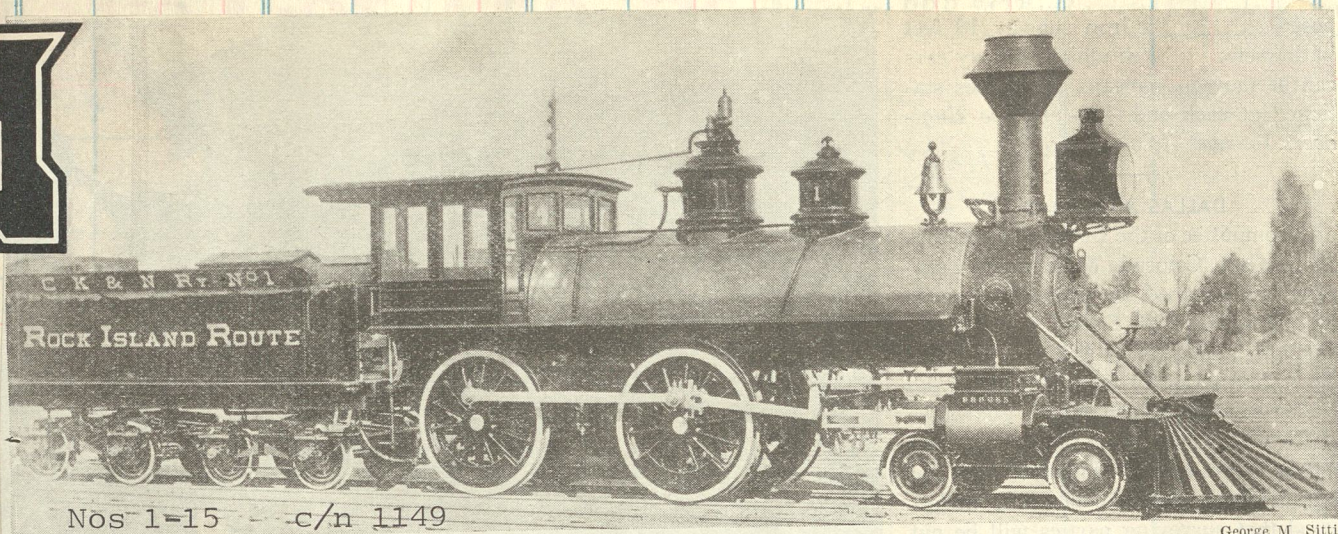
Economy—Luxury
Californian

Streaking along near
Oak Forest, Ill.

CALIFORNIAN—Economy-luxury Tourist Pullman and de luxe Chair Car train. Evening departure daily from Chicago. Club lounge car for sleeping car patrons. Special chair car for women and children. Free pillows and porter service. Economy meals in dining car. Stewardess-Nurse Service.



Rock
Island



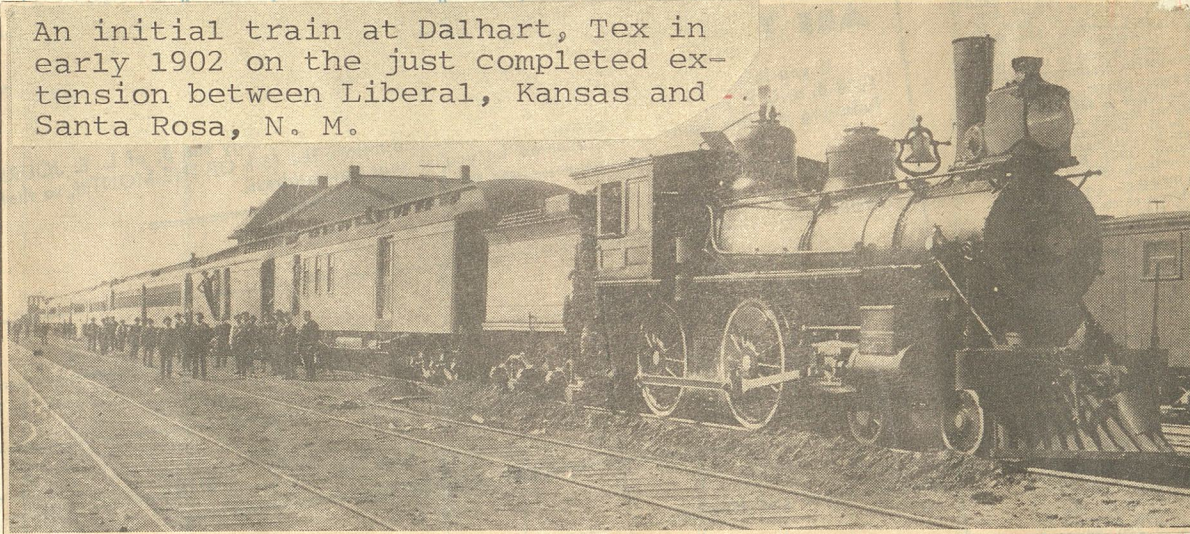
Nos 1-15 c/n 1149

A ROCK ISLAND OLD TIMER

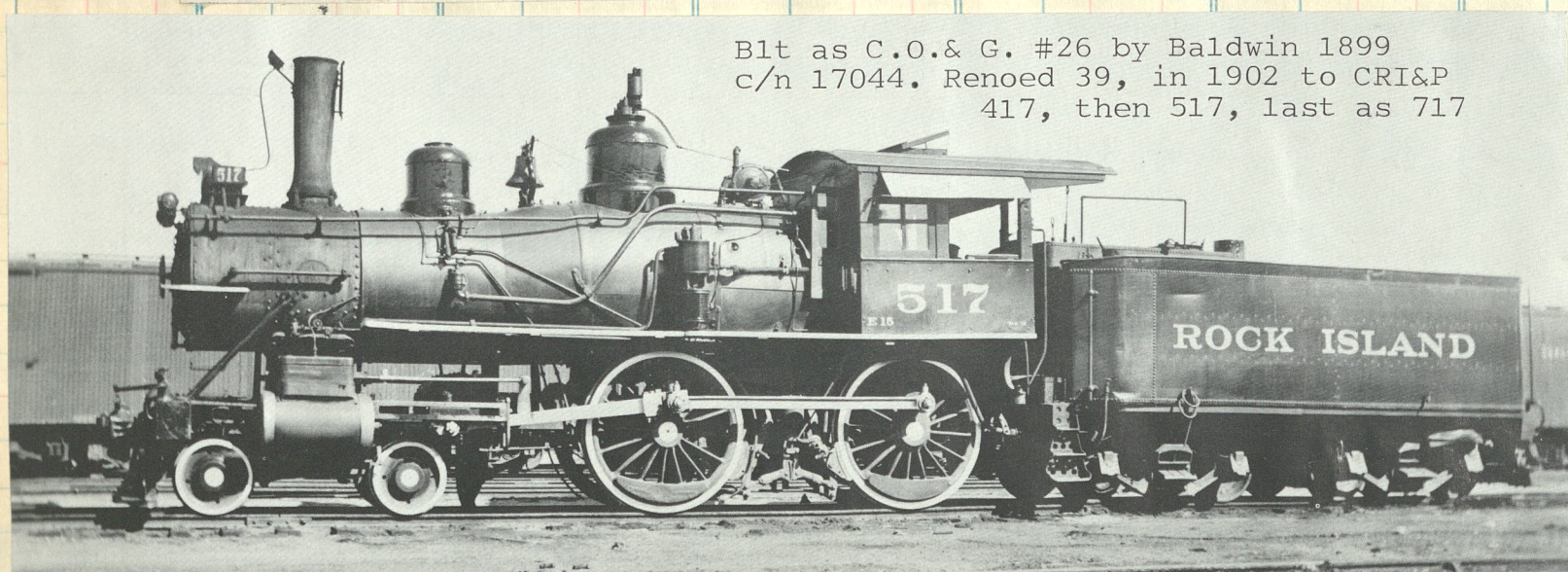
Engine 1 of the Chicago, Kansas & Nebraska Railroad. It was built in October, 1886, by the Brooks Locomotive Works and had 18" x 24" cylinders and 63 3/4" drivers. The C. K. & N. constituted the extension west of the Missouri River of the Chicago, Rock Island & Pacific Railway.

George M. Sittler

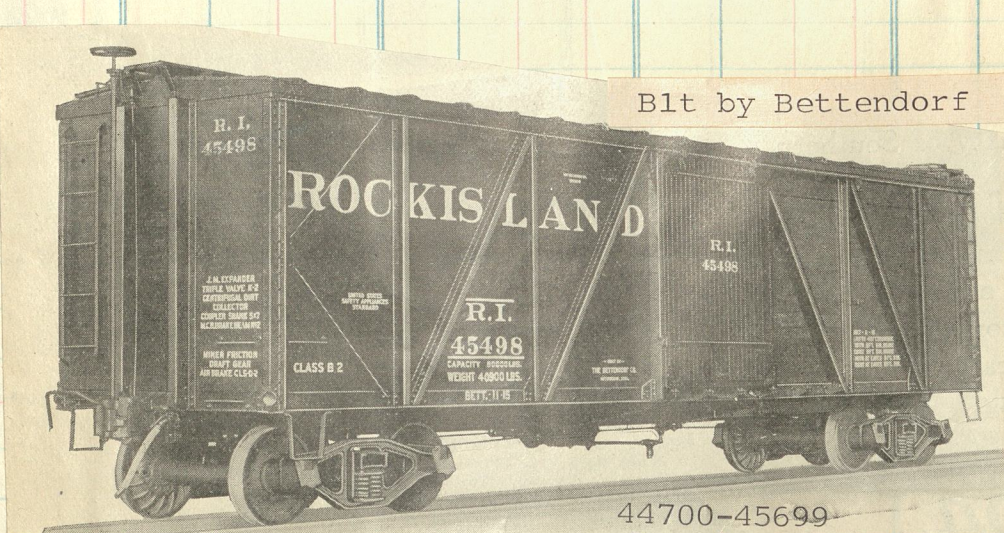
An initial train at Dalhart, Tex in
early 1902 on the just completed ex-
tension between Liberal, Kansas and
Santa Rosa, N. M.



Eng 949, renoed 649, blt by Rock Island 1894



Blt as C.O. & G. #26 by Baldwin 1899
c/n 17044. Renoed 39, in 1902 to CRI&P
417, then 517, last as 717



Blt by Bettendorf 1915

44700-45699

Baldwin 1905 c/n 26262

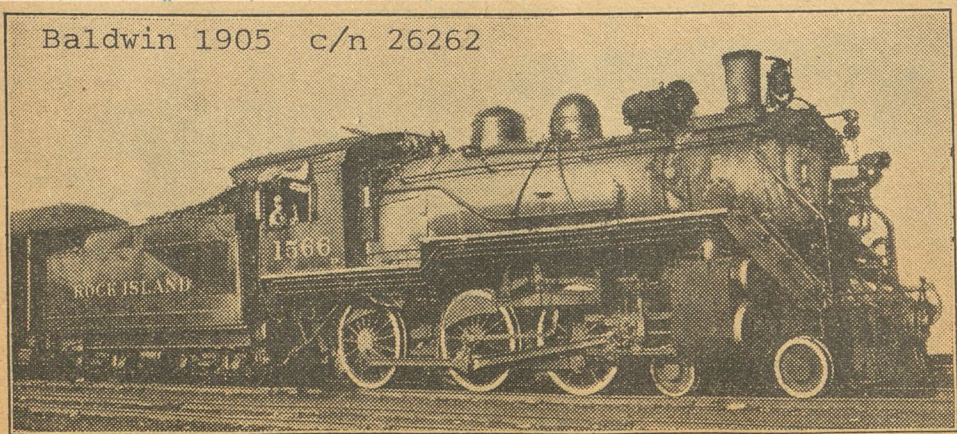
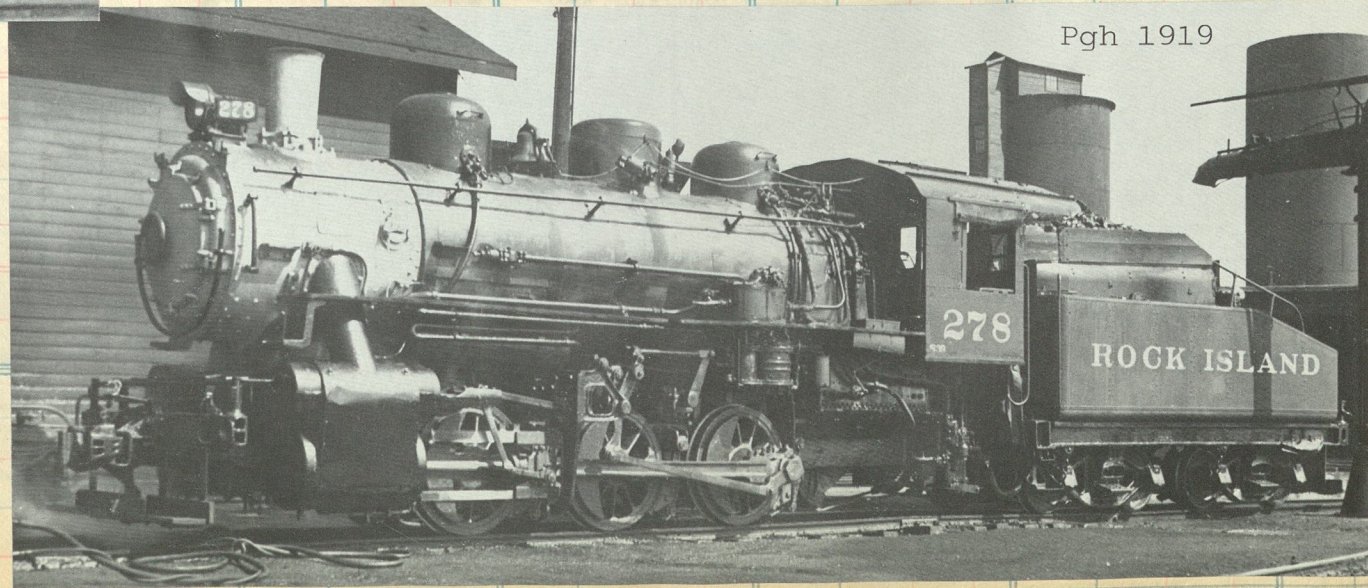


Photo by Robert Graham, 872 Union St., St. Paul, Minn.
No. 1566, Rock Island Ten-Wheeler, Snapped at Blue Island, Ill., While in Suburban Service.



Pgh 1919

3 You Men Who Move the Traffic of the Nation

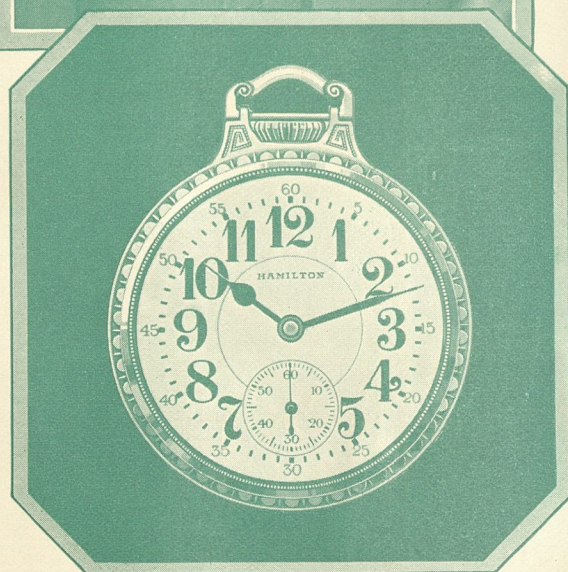
cannot afford to take chances with time. Nowhere in everyday life are watches consulted oftener than in railroad service. And nowhere are men more discriminating in their choice of a timepiece.

There is vast significance in the fact that more and more railroad men are turning to the Hamilton as their watch. The assured accuracy of it—the sturdiness and dependability of it—have made the name Hamilton famous the world over as the choice of American railroad men.

And the reasons for this are obvious. Everywhere that wheels turn on rails you'll find Hamiltons grown old in service. Ten years—15 years—25 years of accurate time are the boasts of many men who carry them.

Just as Conductor W. G. Todd, of the Rock Island "Golden State Express," has enjoyed Hamilton time satisfaction for almost 30 years, so will you, when you own a Hamilton, be equipped with accurate time service for years to come.

Ask your jeweler to show you the Hamilton 992 in railroad model cases. This famous railroad movement can now be had fitted in cases of dust-proof construction wrought from sturdy gold-filled stock and having other special features that only railroad men can appreciate. We have a folder about these models which is yours for the asking, together with a time book that you will find useful. Write today for your copy.

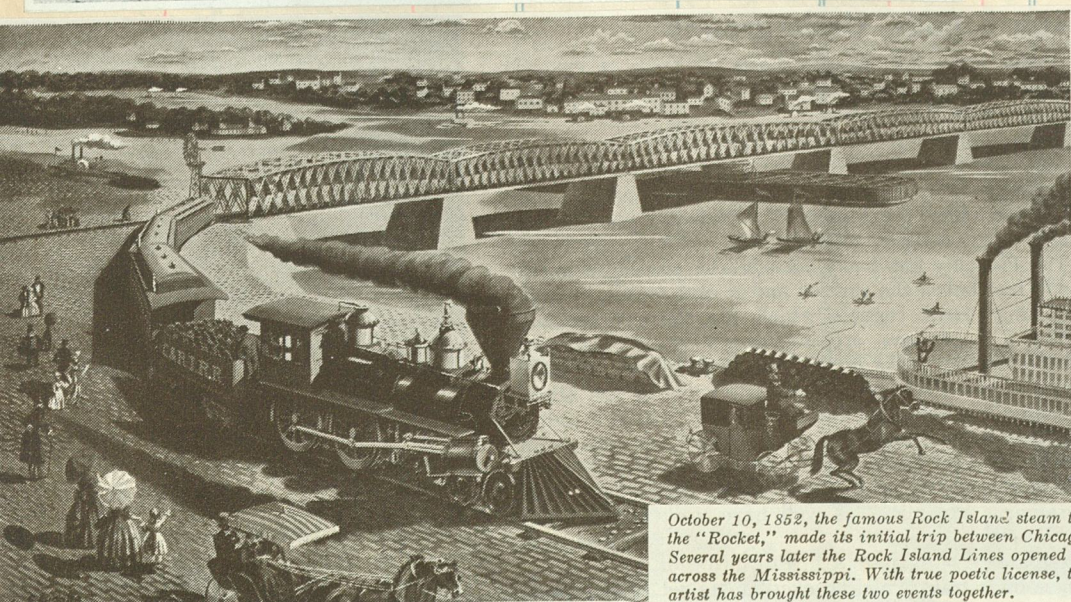
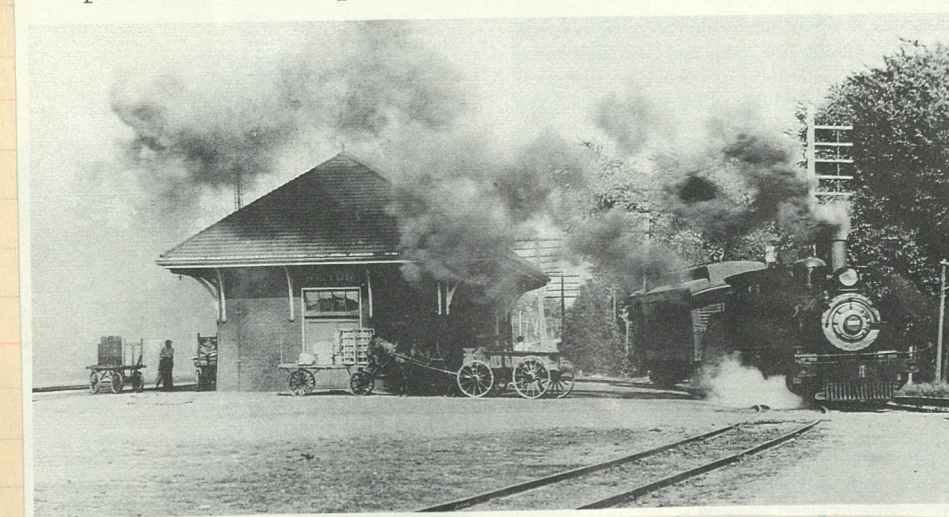


HAMILTON WATCH COMPANY
1007 WHEATLAND AVENUE
"On the Lincoln Highway"
LANCASTER, PENNA., U. S. A.

Hamilton Watch

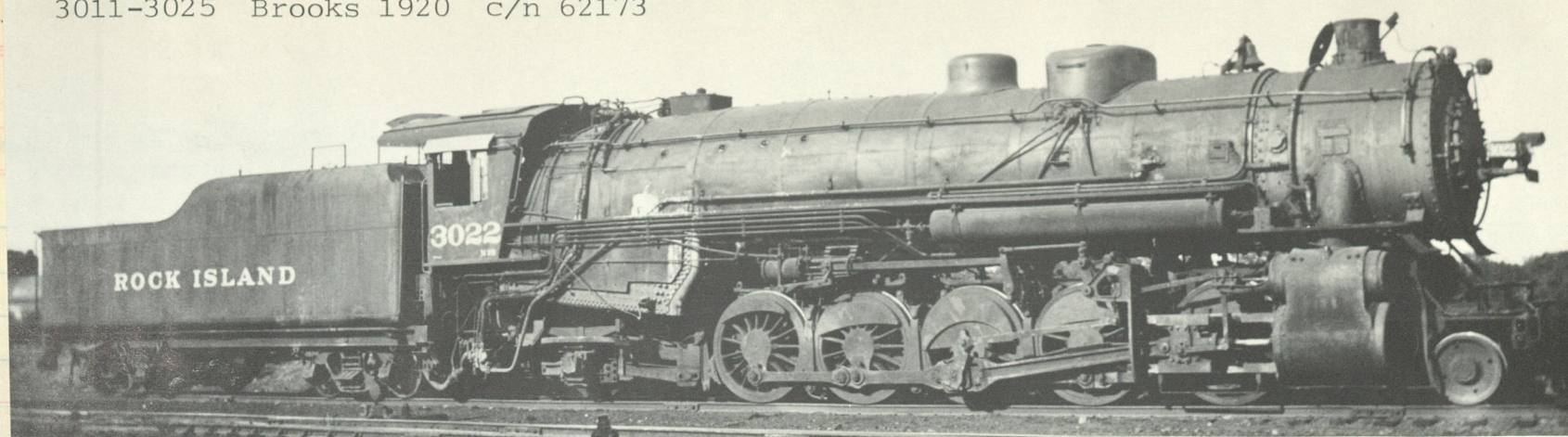
"The Railroad Timekeeper of America"

WILTON, IA., 207 miles west of Chicago. Train shown worked the 12 mile Muscatine branch. The depot has been preserved by a historical soc.

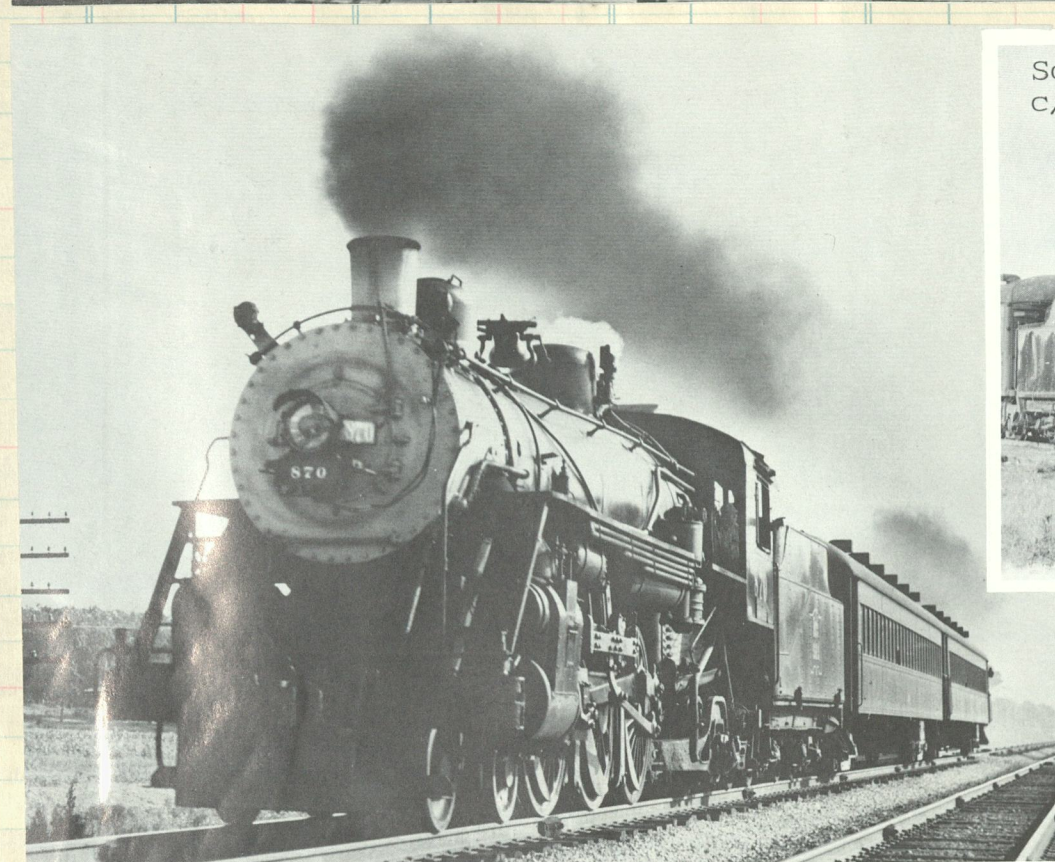


October 10, 1852, the famous Rock Island steam train, the "Rocket," made its initial trip between Chicago and Joliet, Ill. Several years later the Rock Island Lines opened the first bridge across the Mississippi. With true poetic license, the artist has brought these two events together.

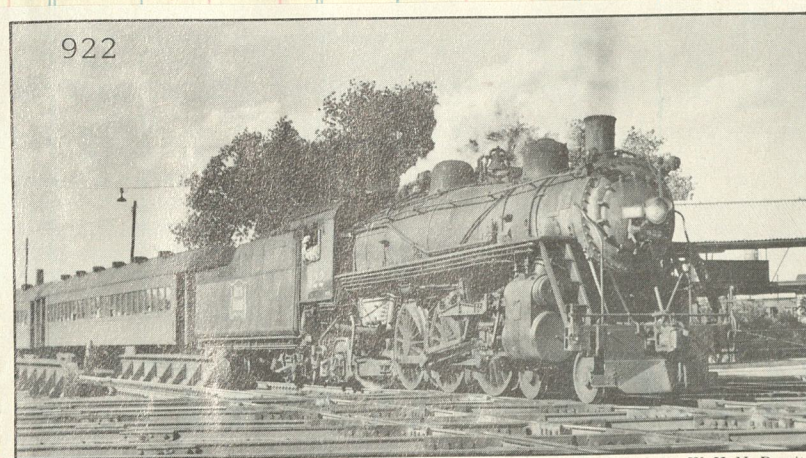
3011-3025 Brooks 1920 c/n 62173



to Sold Amount

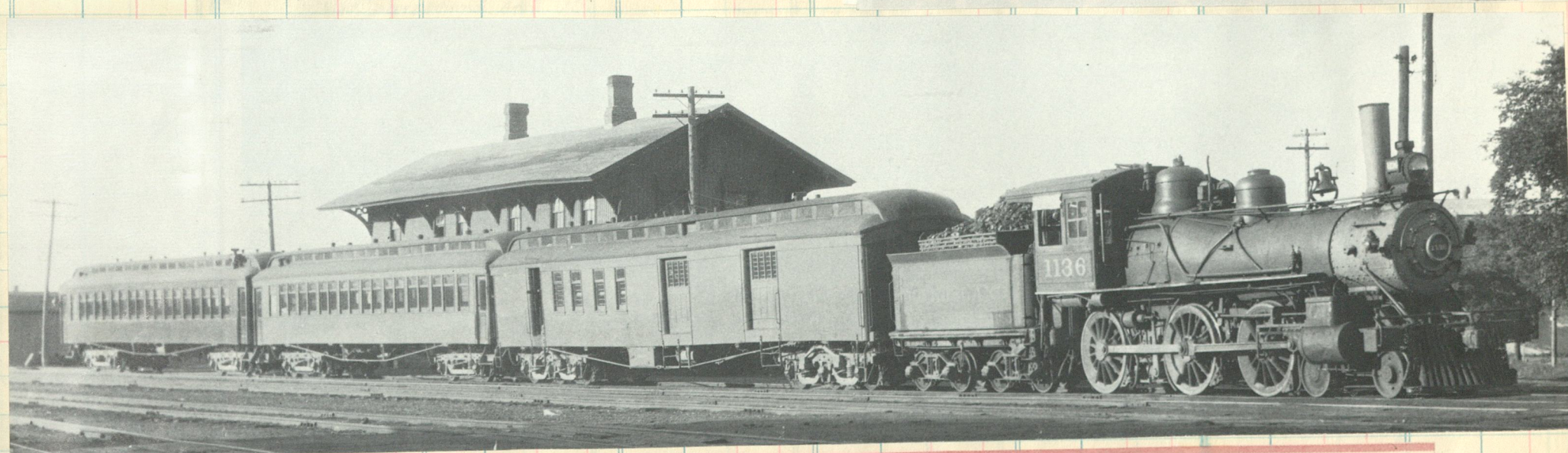
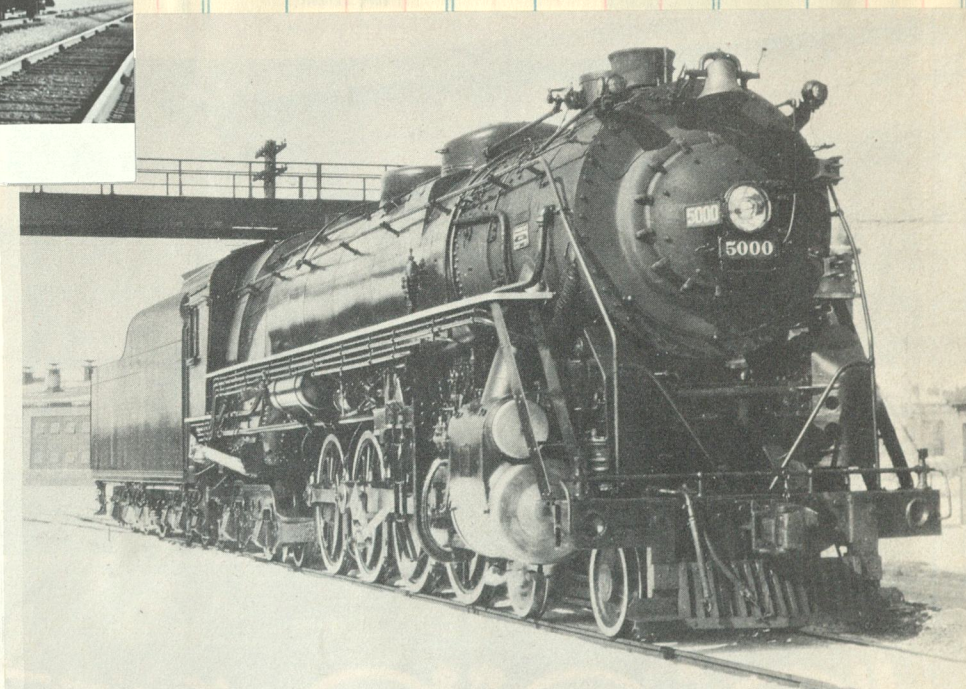
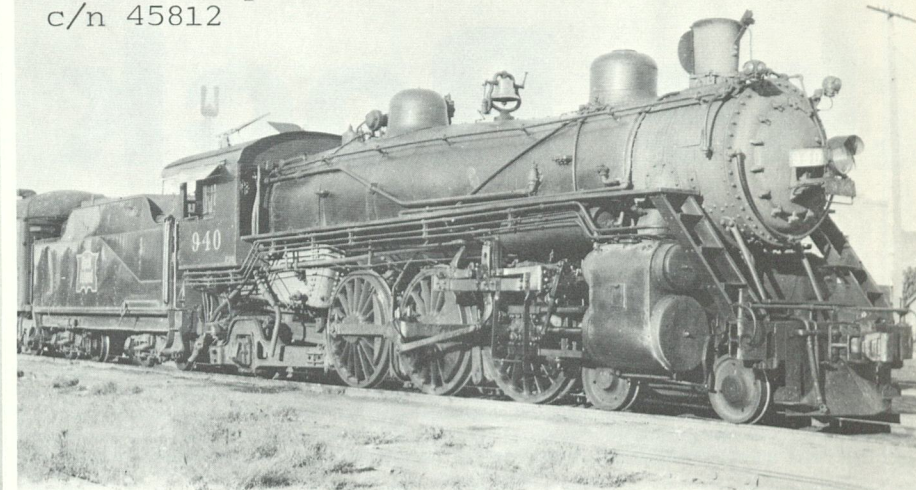


CRI&P Pacific 870 is outbound with Chicago-Joliet Suburban Train 263.



W. H. N. Rossiter.

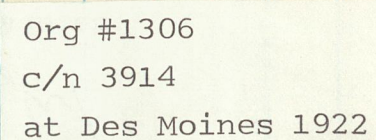
Schenectady 1910
c/n 45812



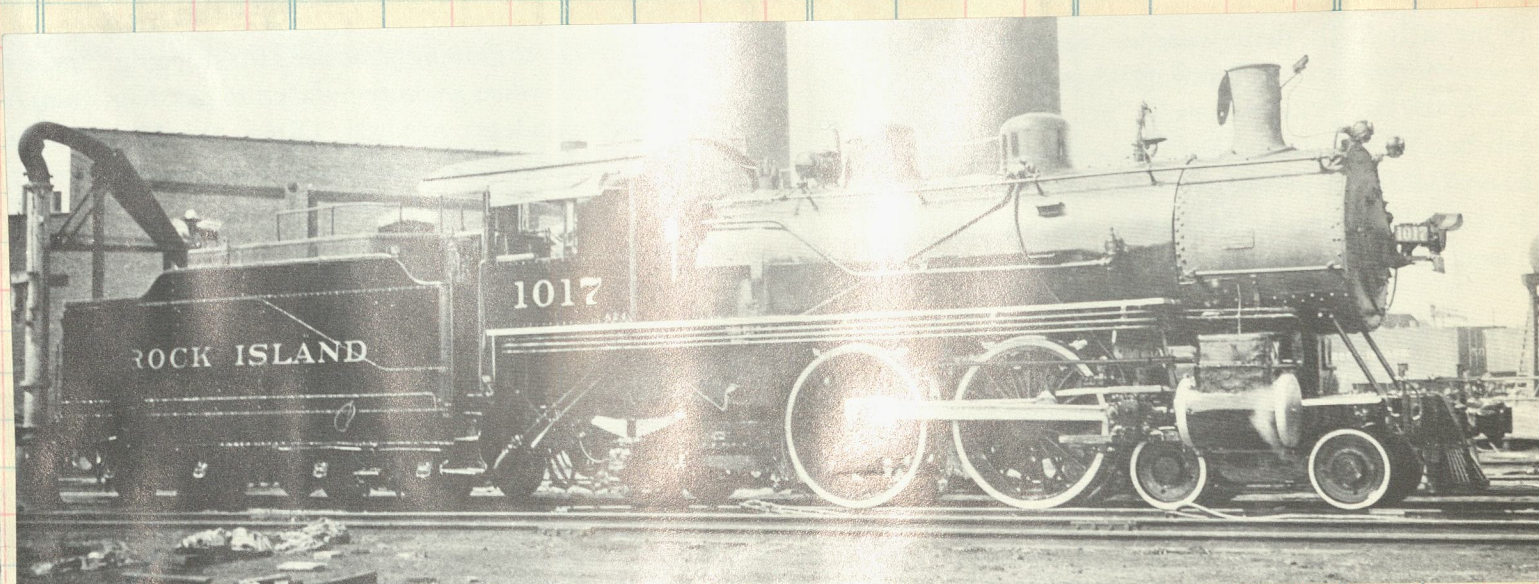
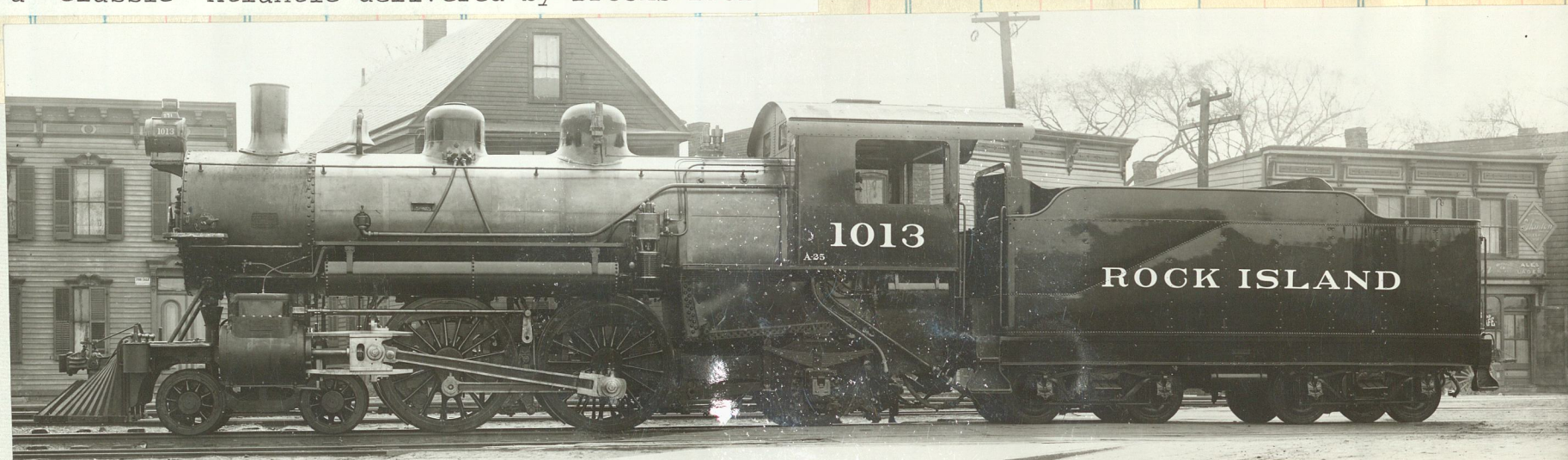
Typical of the thousands of local trains that, at one time, served the hamlets of America. This is one of them at Iowa Falls, Ia in 1922. The 1136, a thirty year veteran, was built by Brooks in 1891 as B.C.R. & N. #113 c/n 1970.

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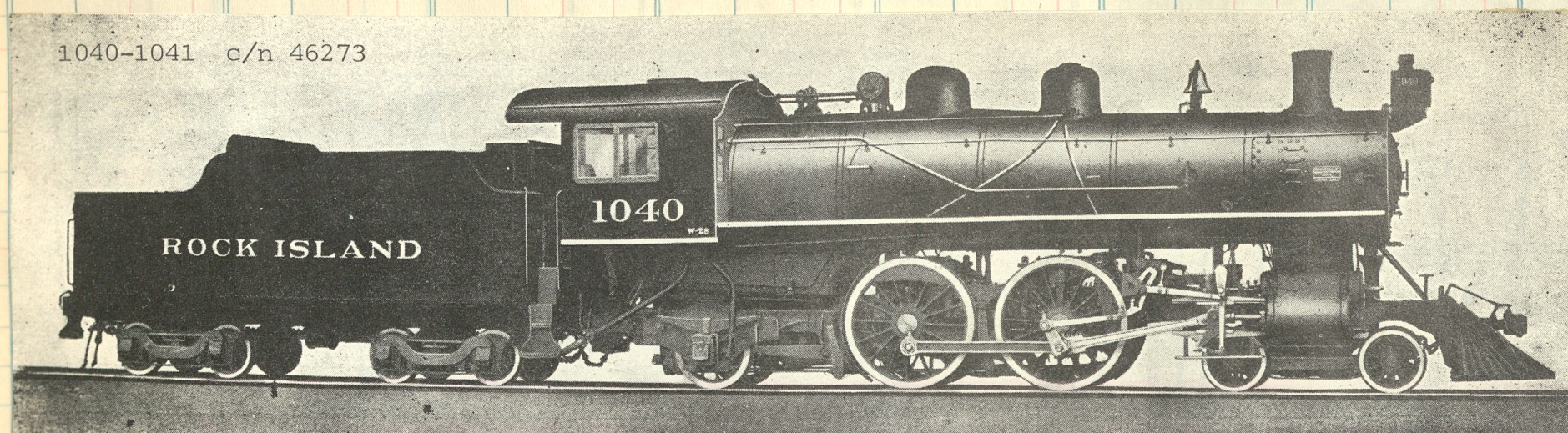


c/n 28149



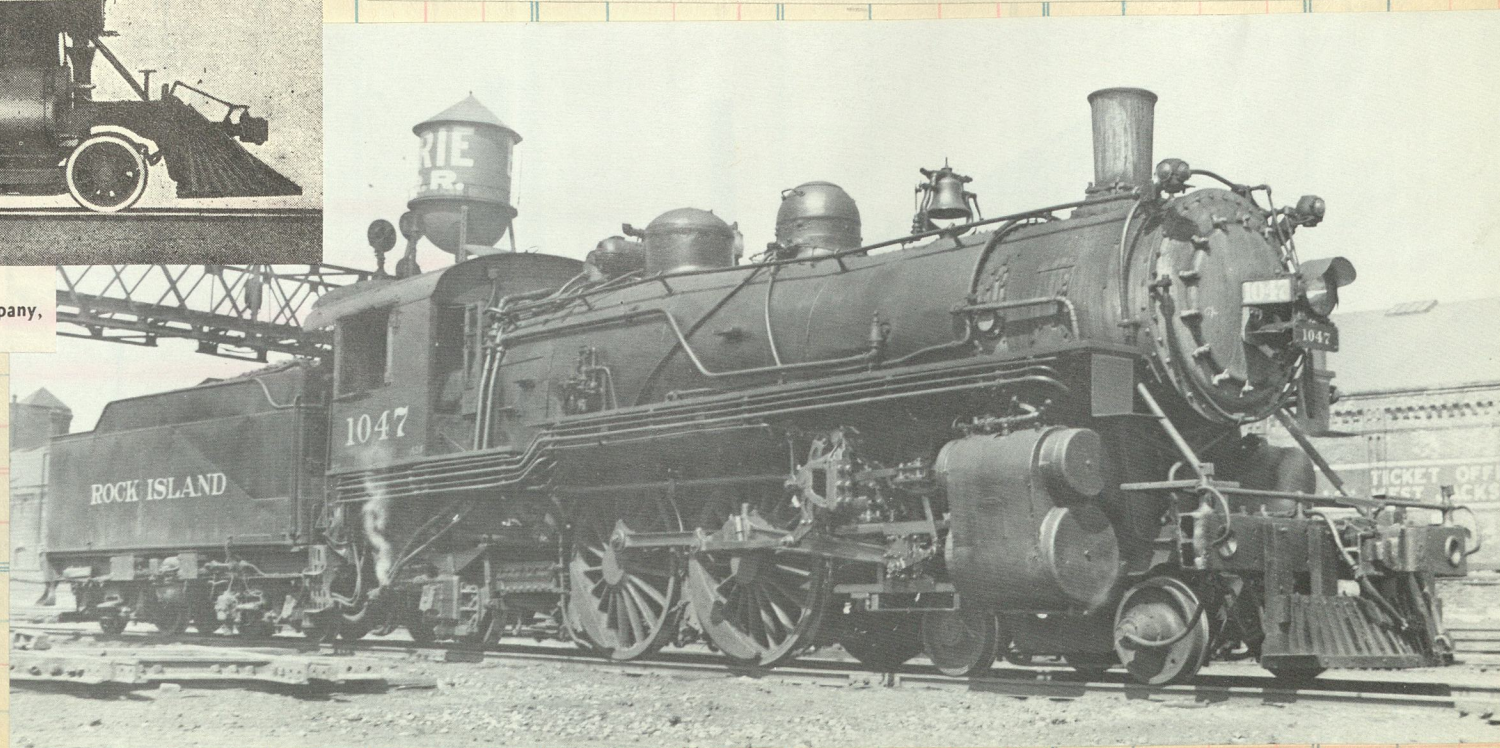
In 1905 Schenectady supplied ten 4-4-2's noed 1011-1020. All were still on the roster in 1935.

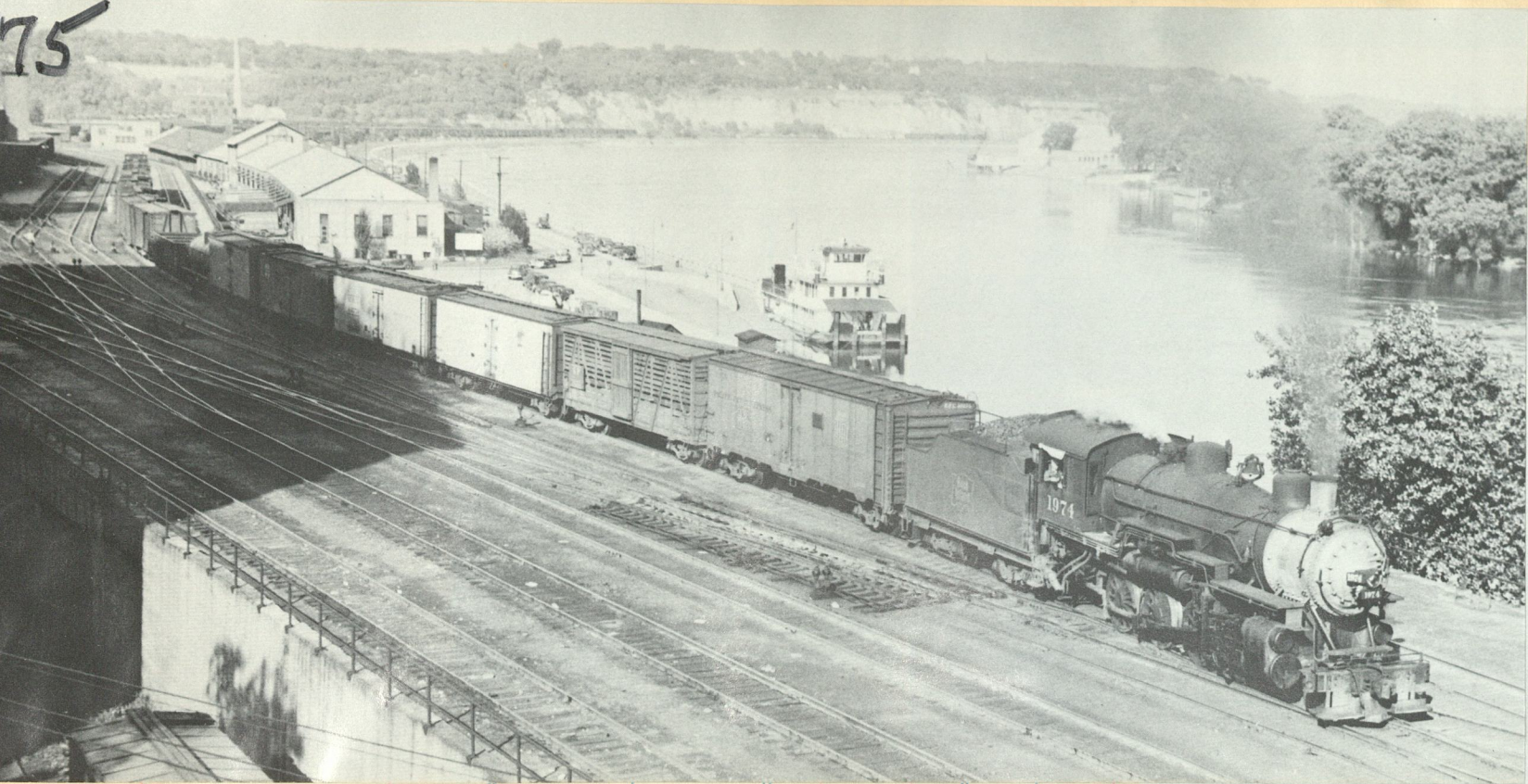
1040-1041 c/n 46273



Nos 1042-1047 built by Baldwin in 1906 as 4 cylinder compounds. c/n 29011

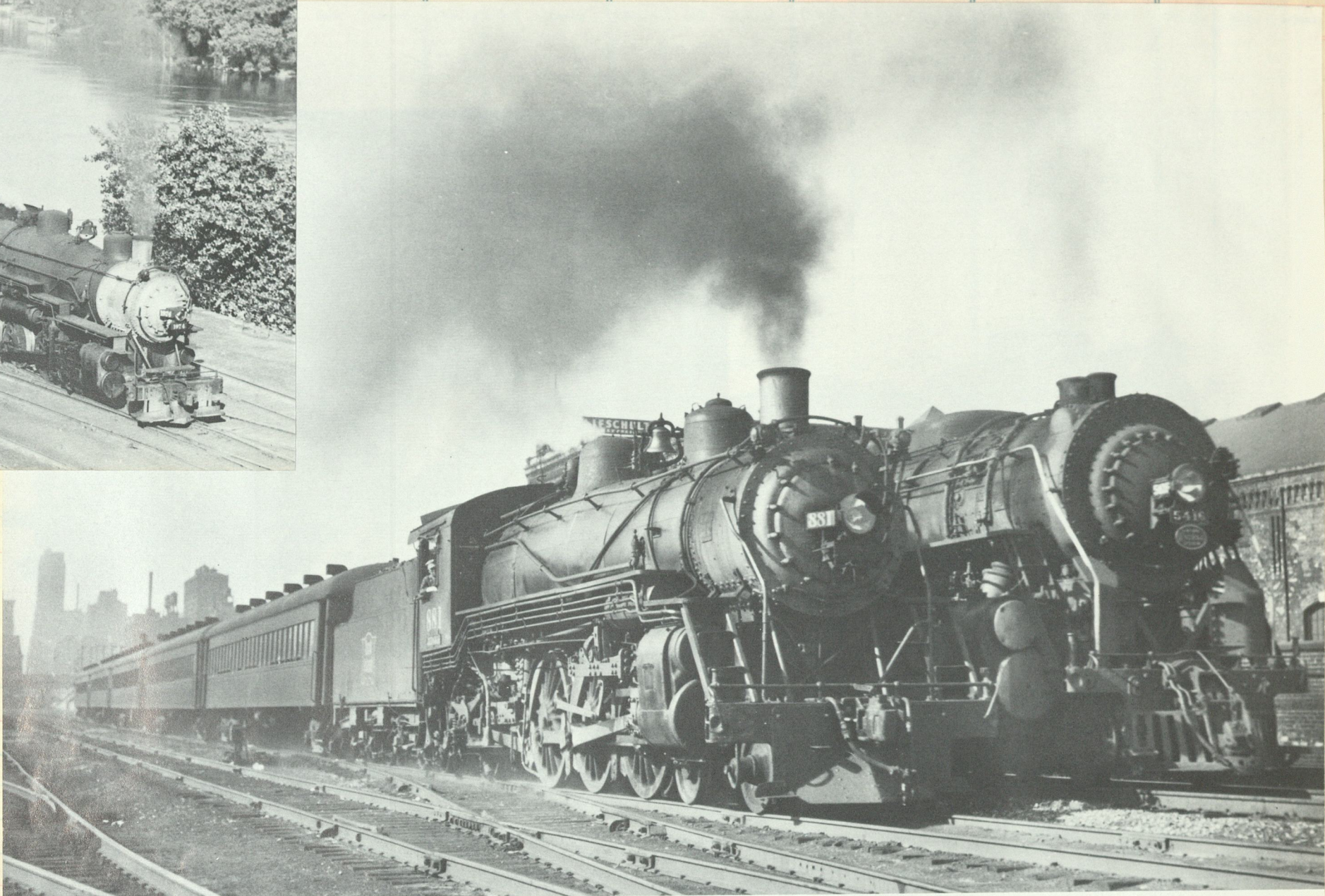
Chicago, Rock Island & Pacific four-cylinder balanced simple passenger locomotive No. 1040, built by the American Locomotive Company, Schenectady Works, in September 1909.





Four Corners of the Rock Island System

Above...at St Paul. A Consolidation, #1974 works a transfer run along the shore of the Mississippi River. Right..The Eastern terminal at Chicago. Lower left...Time freight #92 departing the Western terminal of Denver with the 2043 and 2309 on an early morning in October 1938. Lower right...In the Southwest the terminal was at Tucumcari, New Mexico.

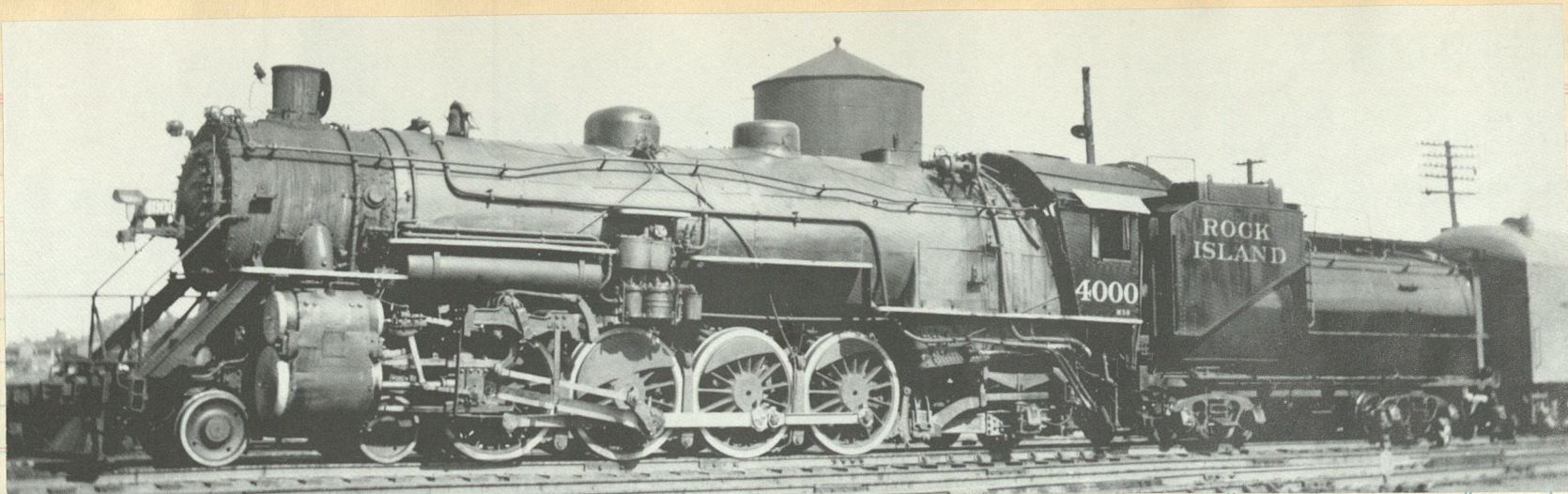


Fresh out of Chicago's La Salle Street Station on July 19, 1939, Rock Island light Pacific 881 leads a westbound suburban run while NYC 4-6-4 5416 handles the eastbound Twilight Limited.



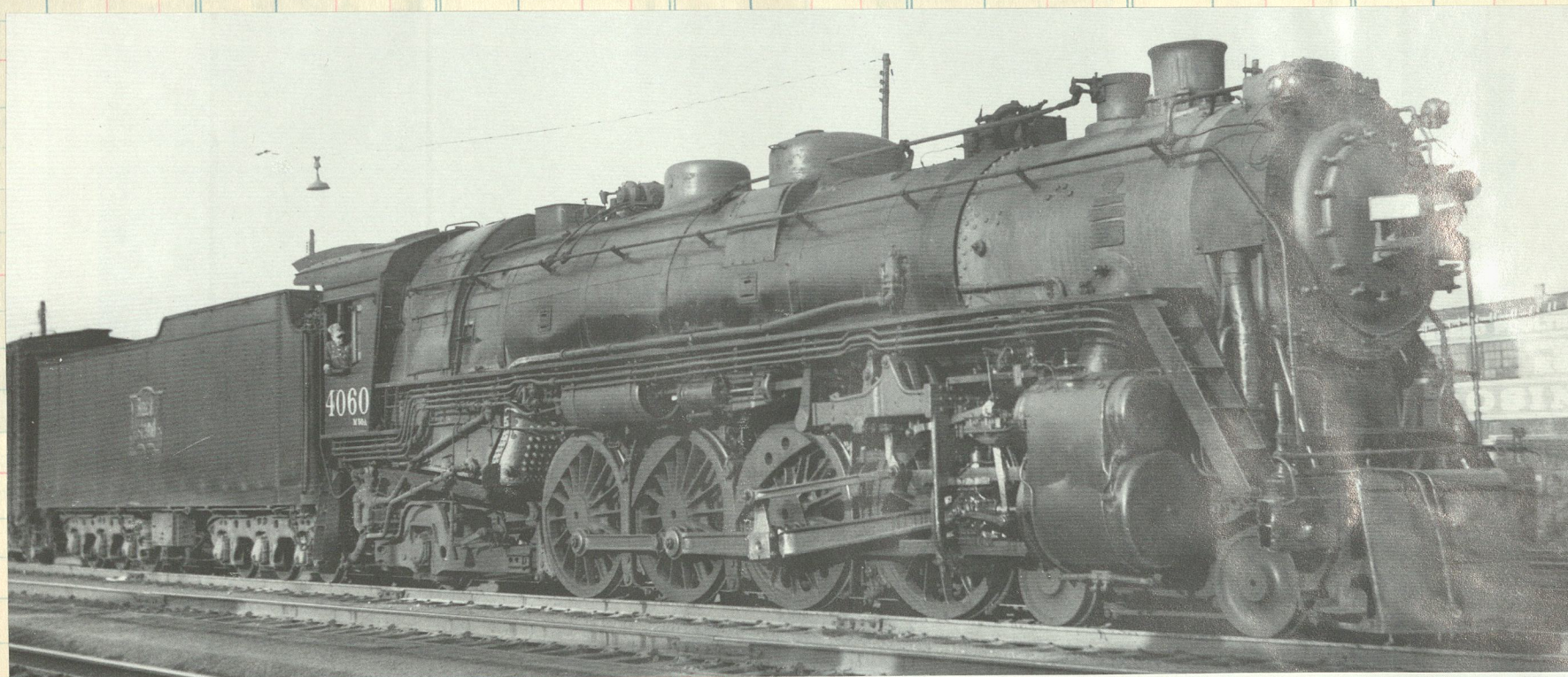
Tucumcari, N. M.

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While not the first 4-8-2's, the 4000 [original #998] set the pattern for the Mountain Type designed for heavy, fast passenger service. (Blt at Schenectady 1913 c/n 54197 retired in 1947). During the era when trains were made up of the 'heavyweight' variety, these engines could handle 12 to 14 cars at a steady 70 mph. By 1929 sixty two 4-8-2's were on the roster.

The third group, noed 4012-4021, came from Brooks in 1923 c/n 64189



The eighth order for 4-8-2's covered engines 4057-4061. This was the final group to be received. Blt at Schenectady in 1929. c/n 68035

GOLDEN STATE LIMITED

The 4035 was part of the order for ten engines noed 4032-4041. Delivered by Brooks 1924 c/n 65776

NO EXTRA FARE
on the luxurious
GOLDEN STATE LIMITED
Chicago—Los Angeles

Full lounge car—also lounge observation sleeping car, barber, valet, ladies' maid, radio. Leaves Chicago in the morning with morning arrival at Tucson and Phoenix, evening arrival at Los Angeles. Only two nights en route westbound.

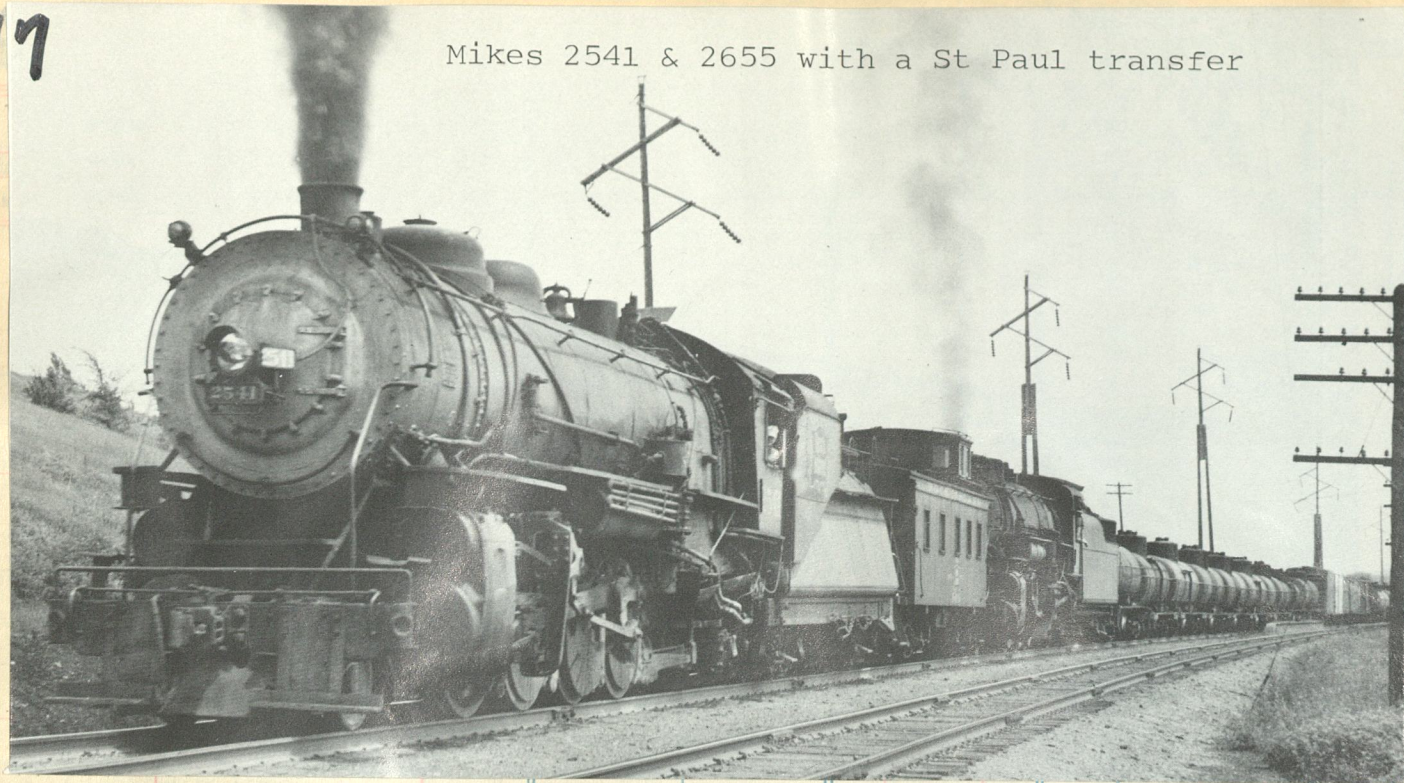


Engine 4035 rolls through Chicago en route to the downtown La Salle Street Station at 40 miles per hour on September 18, 1939 after a fast trip with eastbound Train 4, The Golden State Limited. This 13-car run typifies the heavy consists which these engines regularly handled at high speeds.

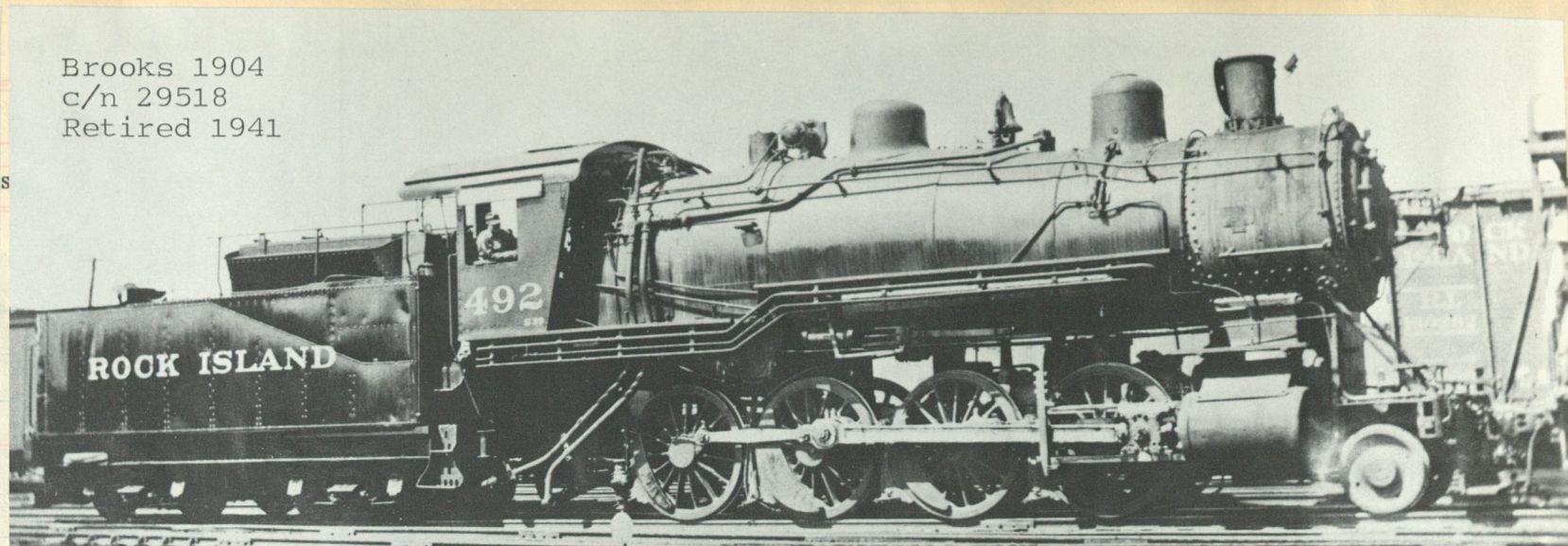
Richard H. Kindig

77

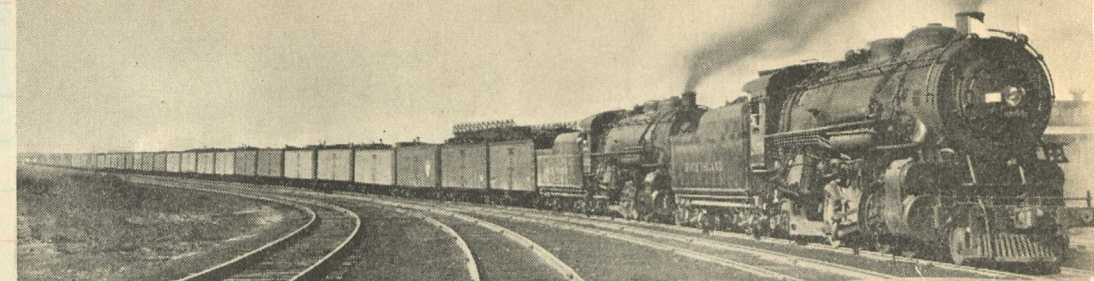
Mikes 2541 & 2655 with a St Paul transfer



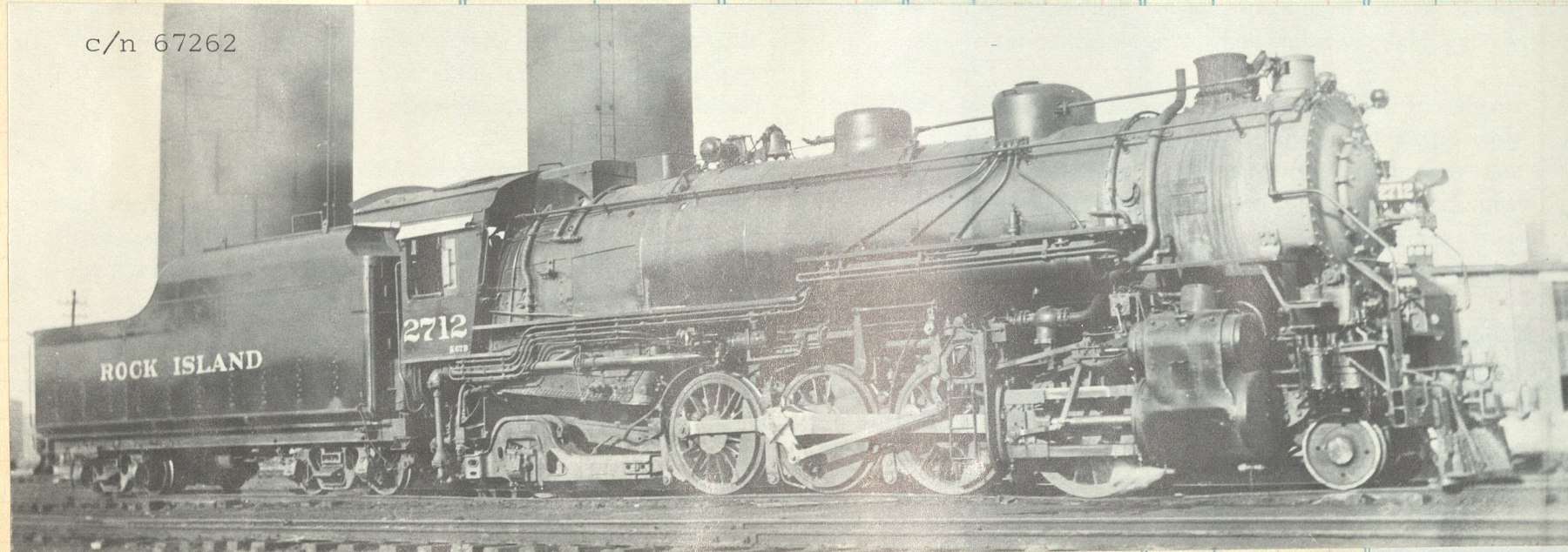
Brooks 1904
c/n 29518
Retired 1941



Cantaloupes by the carload

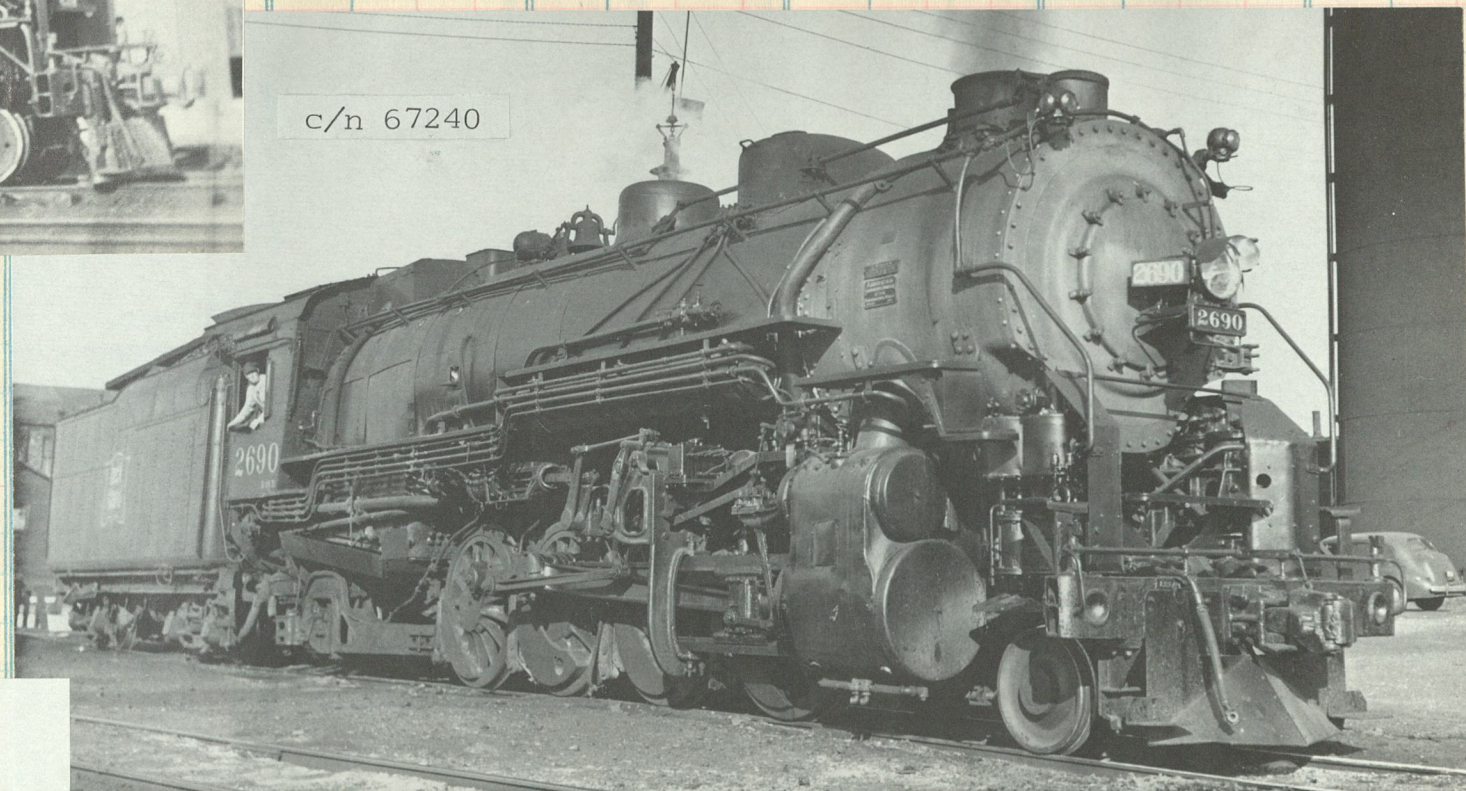


c/n 67262

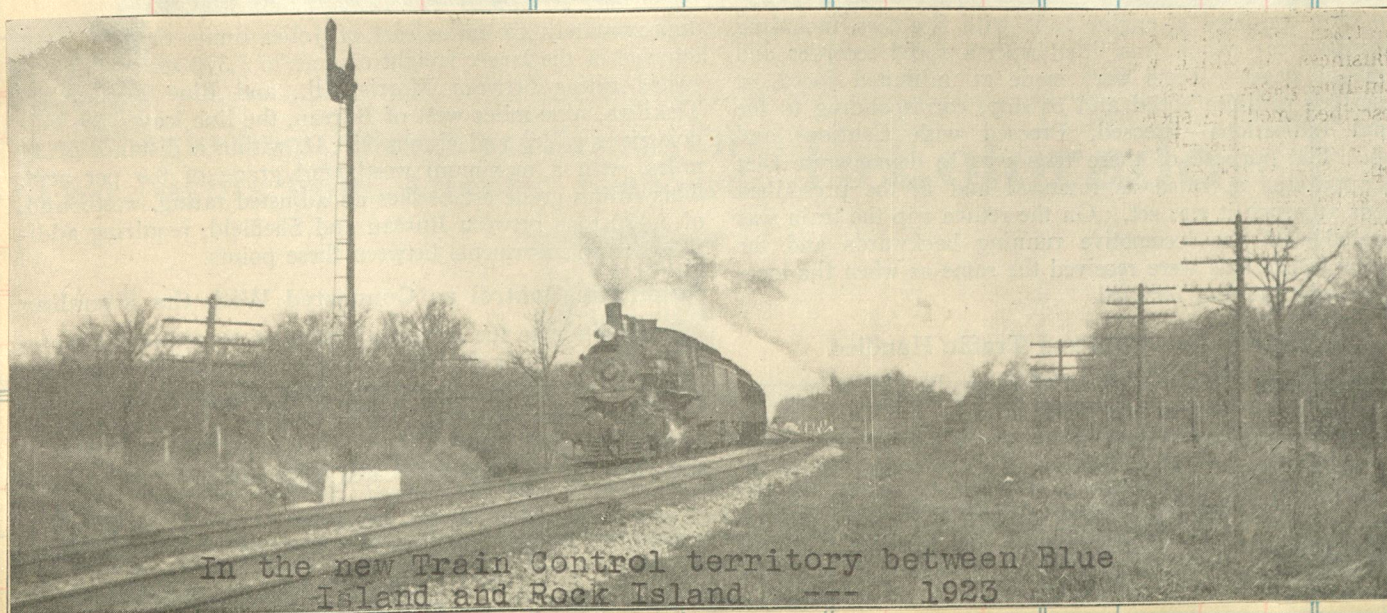
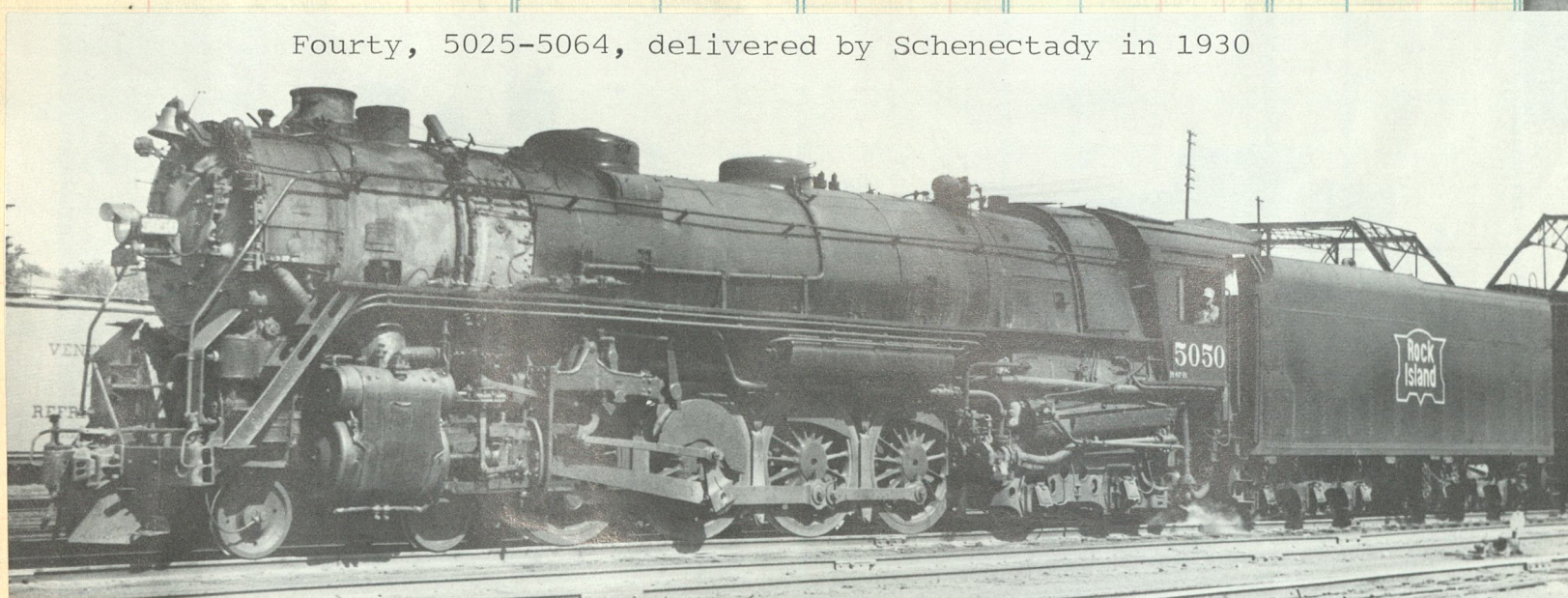


The last group of Mikes for the Rock Island was twenty five engines noed 2689-2713 supplied by Schenectady in 1927.

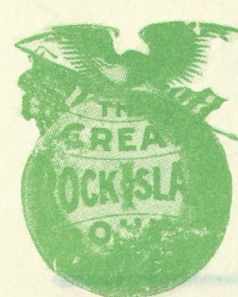
c/n 67240



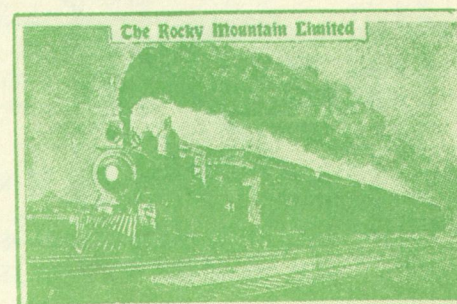
Fourty, 5025-5064, delivered by Schenectady in 1930



In the new Train Control territory between Blue Island and Rock Island --- 1923



The Rocky Mountain Limited



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New York Central System

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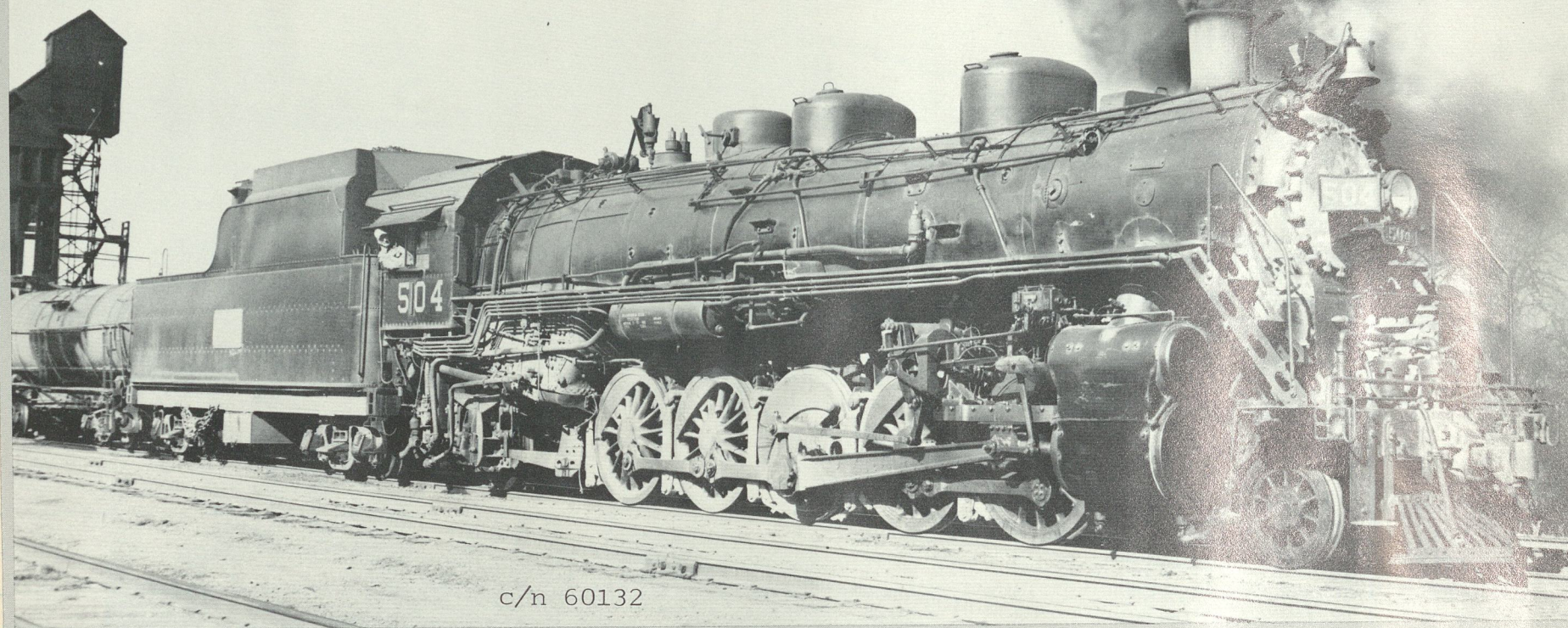
80

In 1927 these roads were operating:

Clo	KO&G	M.V.	OCAA	No.	Sold	Amount
Miles	315	364	133			
Engs	33	42	13			
Pass Cs	17	37	9			
Frt Cs	306	732	59			

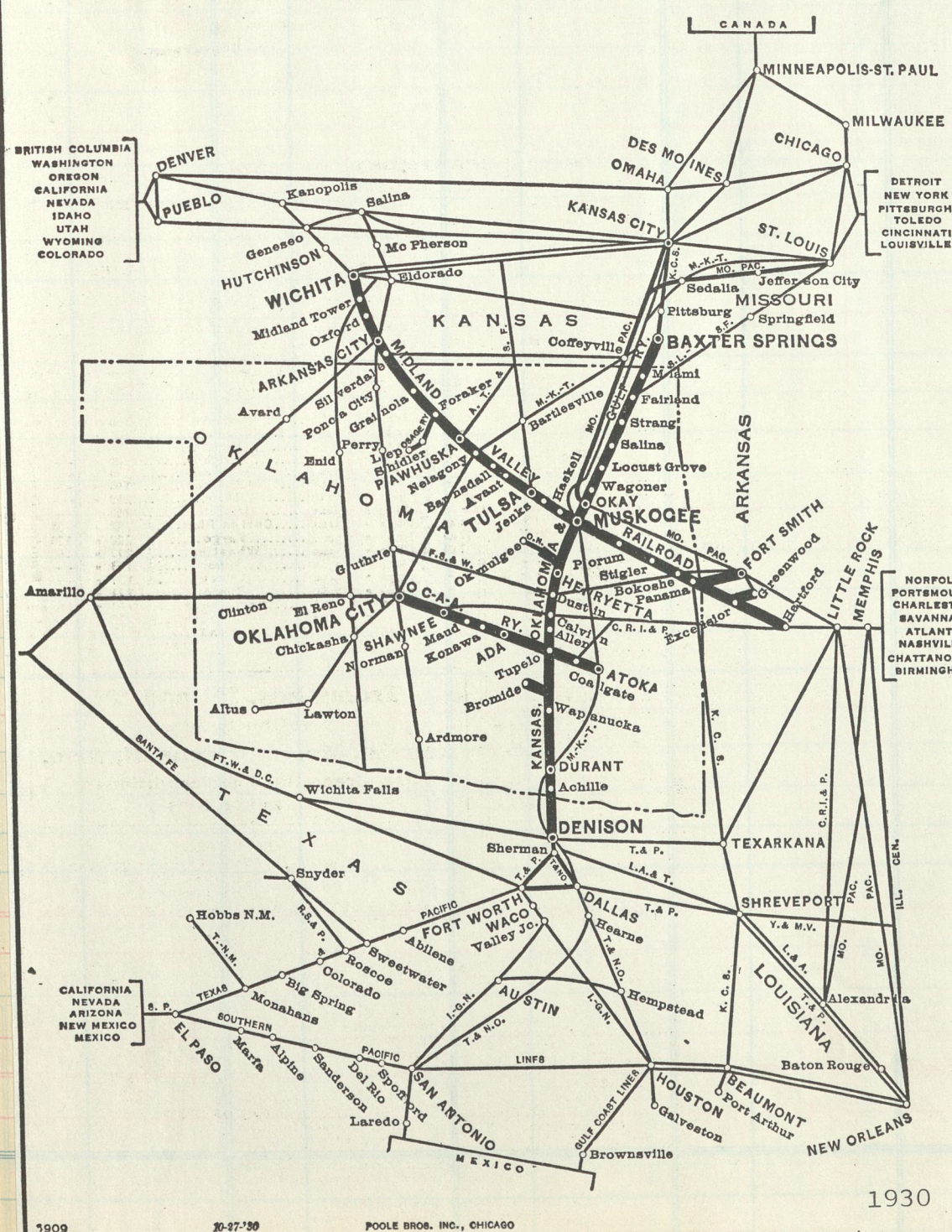
In 1934 controlled by the Muskogee Co (WDE)

(2) The Midland Valley was incorporated in 1903, completed in 1906. In 1929 it acquired the Wichita & Midland Valley, and in 1926 consolidated operations with the Kansas, Oklahoma & Gulf. It has 363 miles of main track, 17 locomotives, 60 freight, 11 passenger and 57 miscellaneous cars. It extends between Wichita, Kan., and Fort Smith, Ark., with branches from Rock Island, Okla., to Greenwood and Hartford, Ark., and from Jenks to Glencool, Okla. In 1930 net operating income was \$837,307; net income, \$594,124. In 1931 net operating income was \$516,854; net income, \$214,535. In 1932 net operating income was \$432,058; net income, \$26,925. Its road and equipment are valued at \$20,050,989; total assets are \$22,827,713.



c/n 60132

**MIDLAND VALLEY RAILROAD COMPANY
KANSAS, OKLAHOMA & GULF RAILWAY COMPANY
OKLAHOMA CITY-ADA-ATOKA RAILWAY COMPANY**

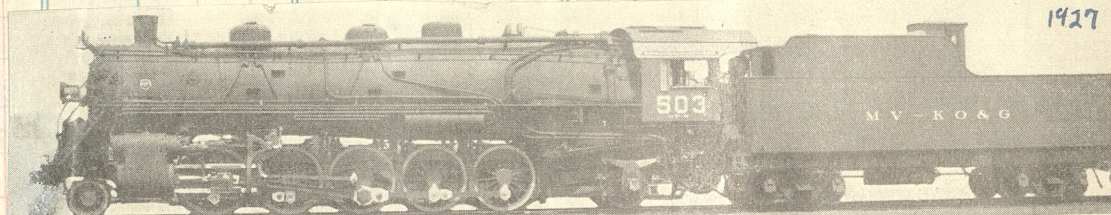


1909

10-27-'30

POOLE BROS. INC., CHICAGO

1930

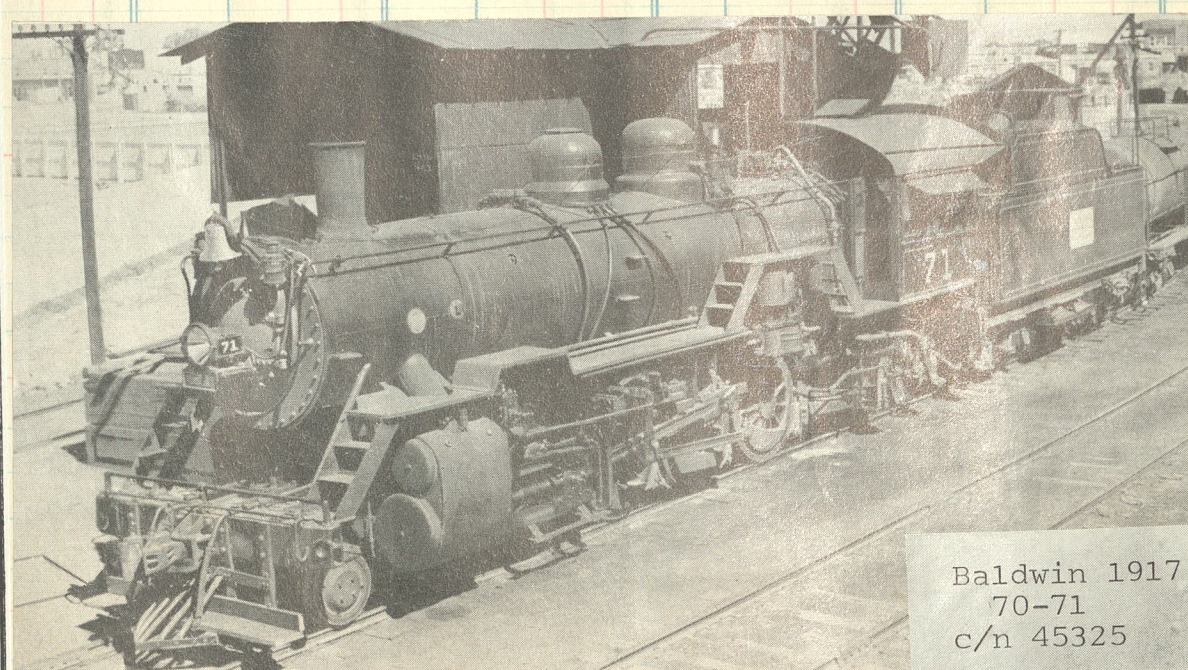


1917

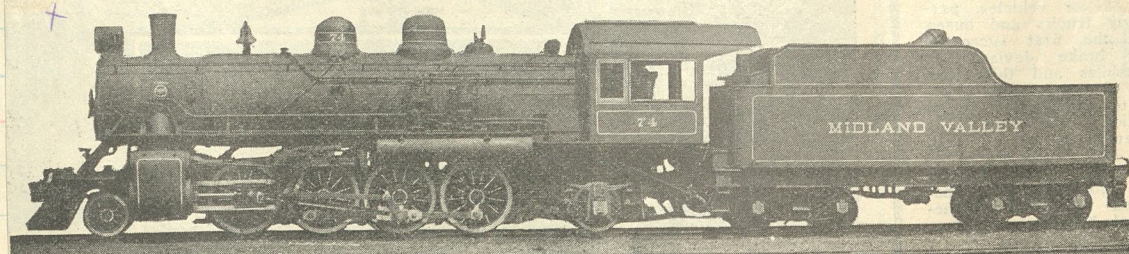
Santa Fe Type for the Kansas, Oklahoma & Gulf Built by the Baldwin Locomotive Works

Pressure, 200 lb.
Drivers, 63 in.
Cyls., 27 in. by 30 in.
Wt., drivers, 247,800 lb.
Wt., engine, 329,300 lb.
H't'g. surface, 4,129 sq. ft.
Superheater, 960 sq. ft.
Grate, 70.3 sq. ft.
Tr. force, 59,000 lb.

500-504

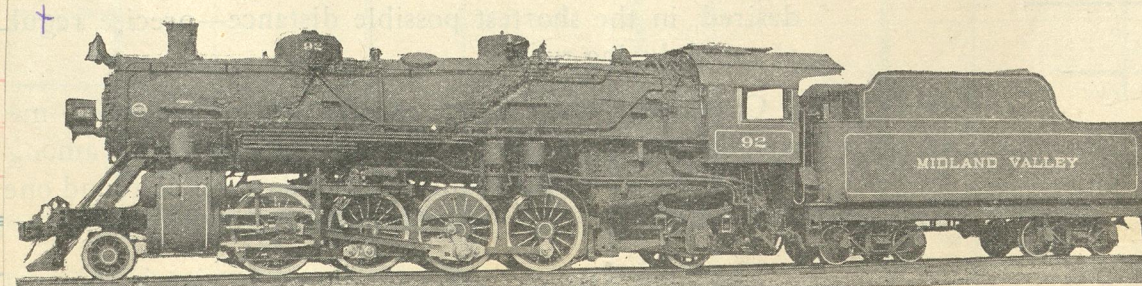


Baldwin 1917
70-71
c/n 45325



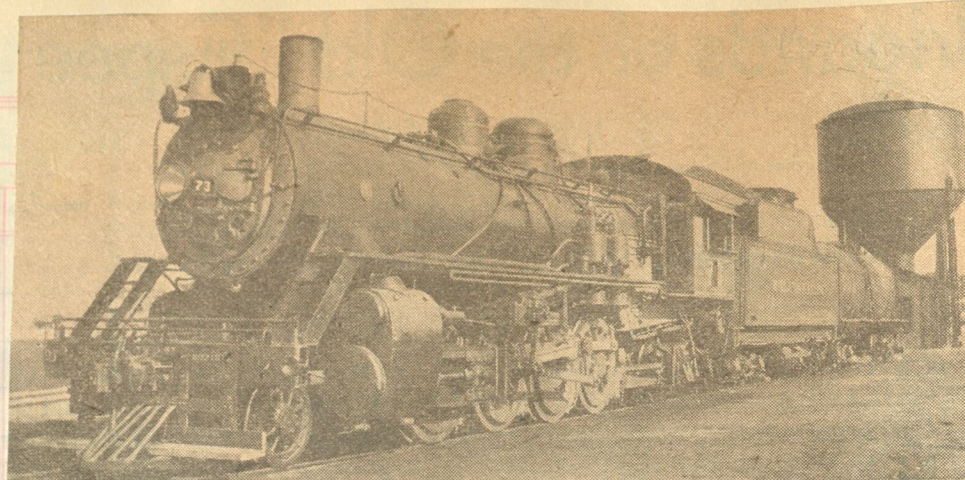
MIKADO TYPE LOCOMOTIVE BUILT FOR THE MIDLAND VALLEY IN 1922.
Cylinders, 22" x 28"
Driving wheels, diameter, 37"
Steam pressure, 185 lb.
Grate area, 46.8 sq. ft.
Water heating surface, 2,567 sq. ft.
Superheating surface, 562 sq. ft.
Weight on driving wheels, 155,500 lb.
Weight, total engine, 199,500 lb.
Tractive force, 37,370 lb.

74-76
Baldwin
c/n 55394



MIKADO TYPE LOCOMOTIVE BUILT FOR THE MIDLAND VALLEY IN 1923.
Cylinders, 26" x 30"
Driving wheels, diameter, 63"
Steam pressure, 200 lb.
Grate area, 66.7 sq. ft.
Water heating surface, 3,777 sq. ft.
Superheating surface, 882 sq. ft.
Weight on driving wheels, 220,950 lb.
Weight, total engine, 292,050 lb.
Tractive force, 54,800 lb.

90-92
Baldwin
c/n 56696

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New York Central System

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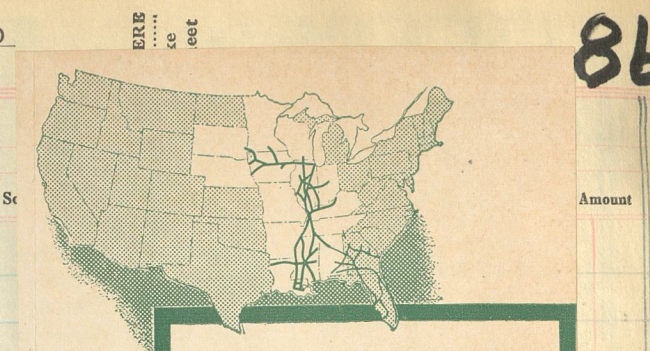
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No. 5, the PANAMA LIMITED, flashes past PD-1 near Jackson, Miss.

Clos. No. Sold Amount Clos. No. Sold Amount



ILLINOIS
CENTRAL
SYSTEM



This section on the Illinois Central is dedicated to the memory of C. William Witbeck

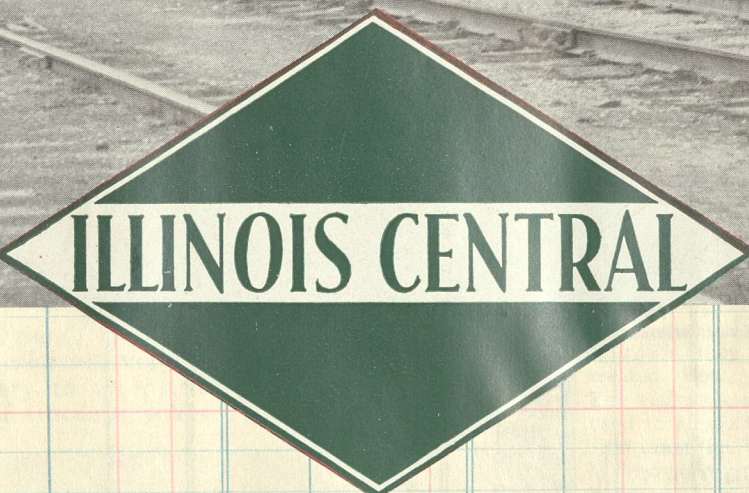


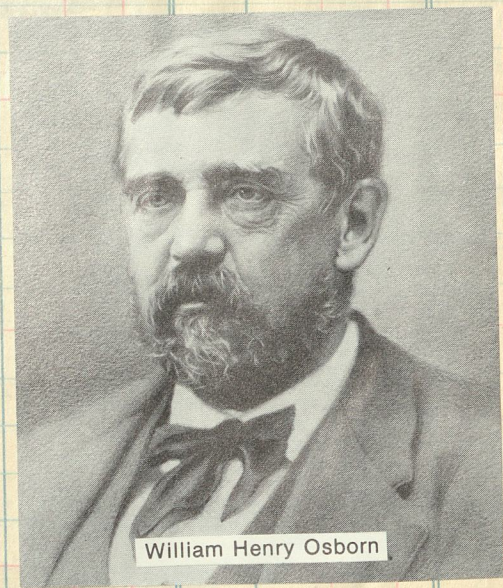
foto by C. William Witbeck

In 1927 the Illinois Central was operating 6,862 miles, 1,954 engines, 2,220 passenger and 68,988 freight

The Panama Limited makes a stop at the Y&MV's depot in Vicksburg c 1915



Ten wheeler 2023 was one of eight delivered by Rogers in 1899. Org Nos 393, 223, 2023, 5023 c/n 5455

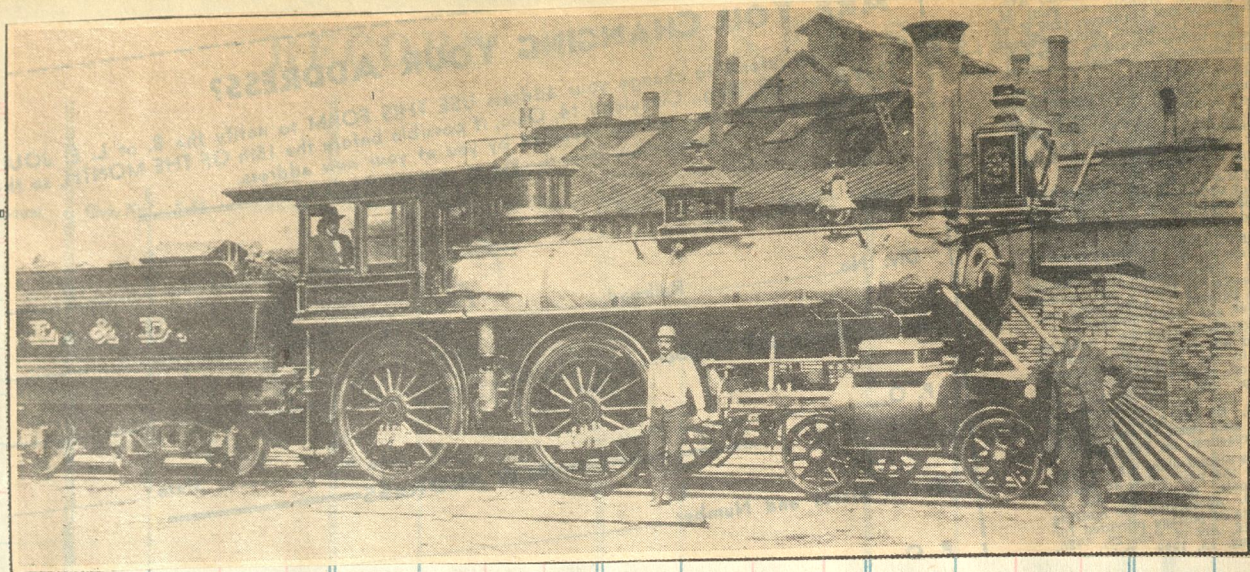


William Henry Osborn

President
1855----1865

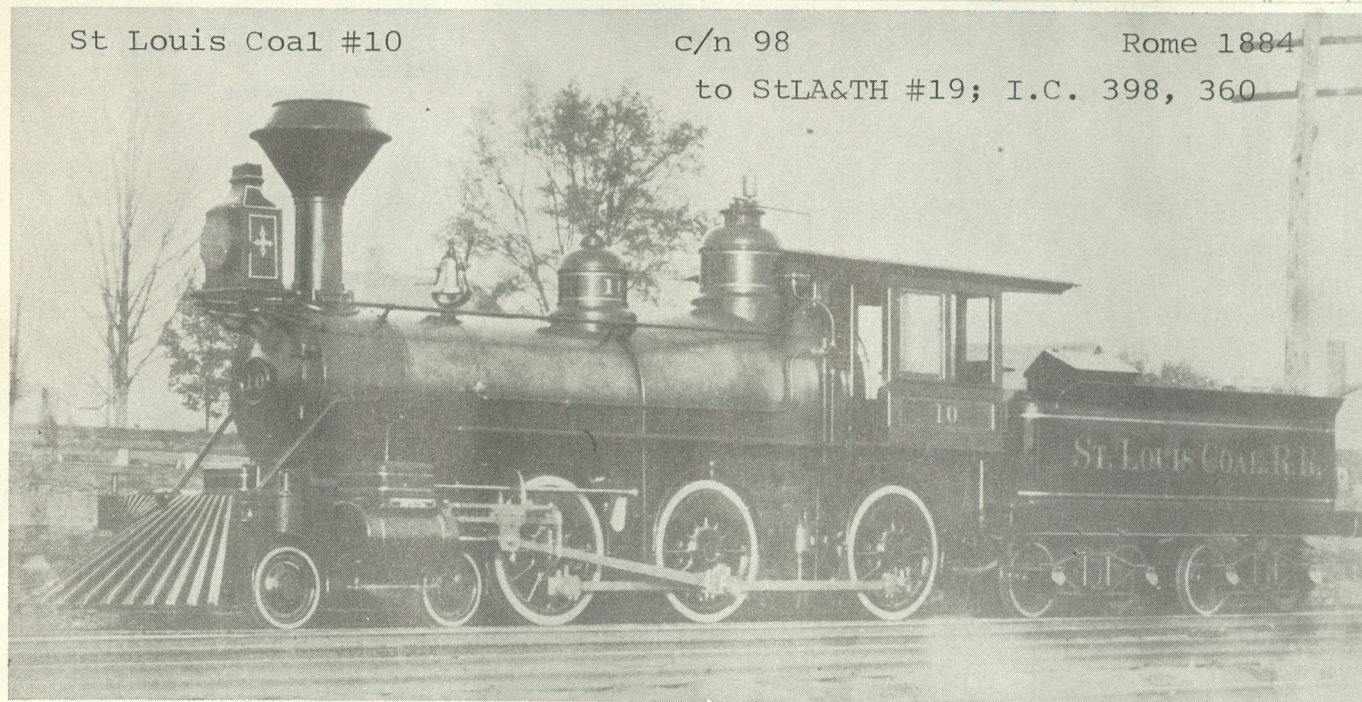


Blt as Belleville & Southern Illinois #6 by Hinkley 1870. To StL. A.&T.H. #6. Wrecked in Sept 1894.

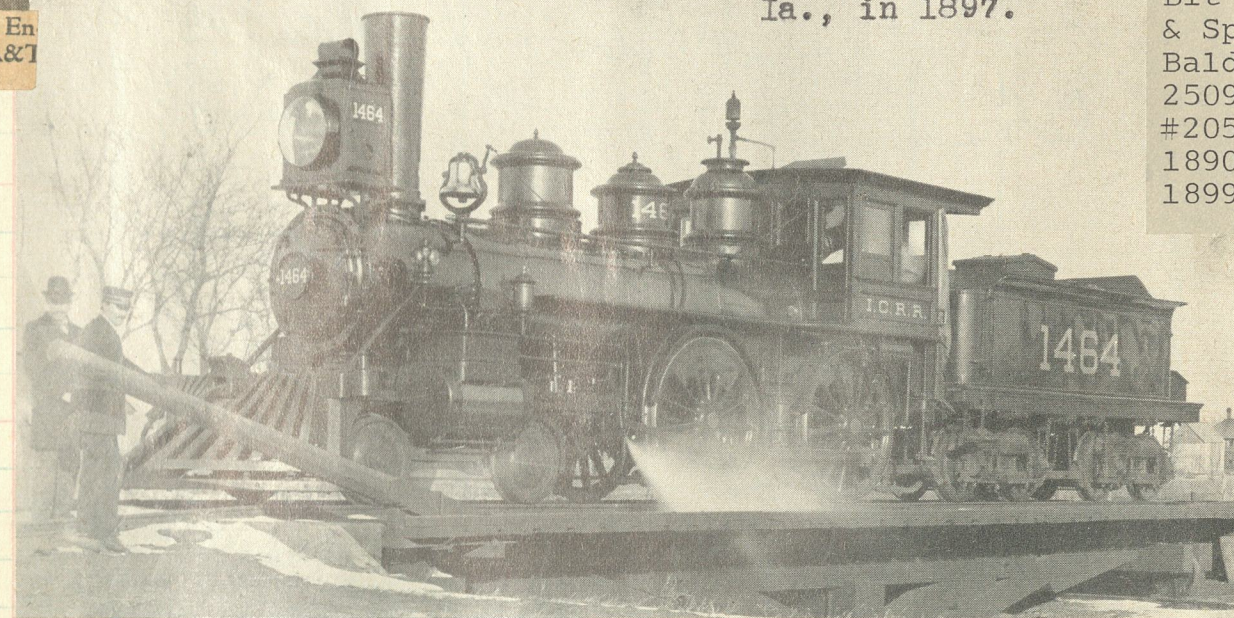


PEKIN, LINCOLN & DECATUR #1, the "Geo. J. Sevey" built by Baldwin in 1876, c/n 3997. To Ill Central #1495 in 1900. Retired in 1901.

SIX-SPOT of the St. Louis, Alton & Terre Haute Railroad (the Cairo Short Line), photographed in DuQuoin, Ill., about 1885, Engineer J. Virgil Bookstaver stands in the gangway; Conductor Barney Blaney (with watch chain) on the combine car platform. StLA&T is now a part of the Illinois Central

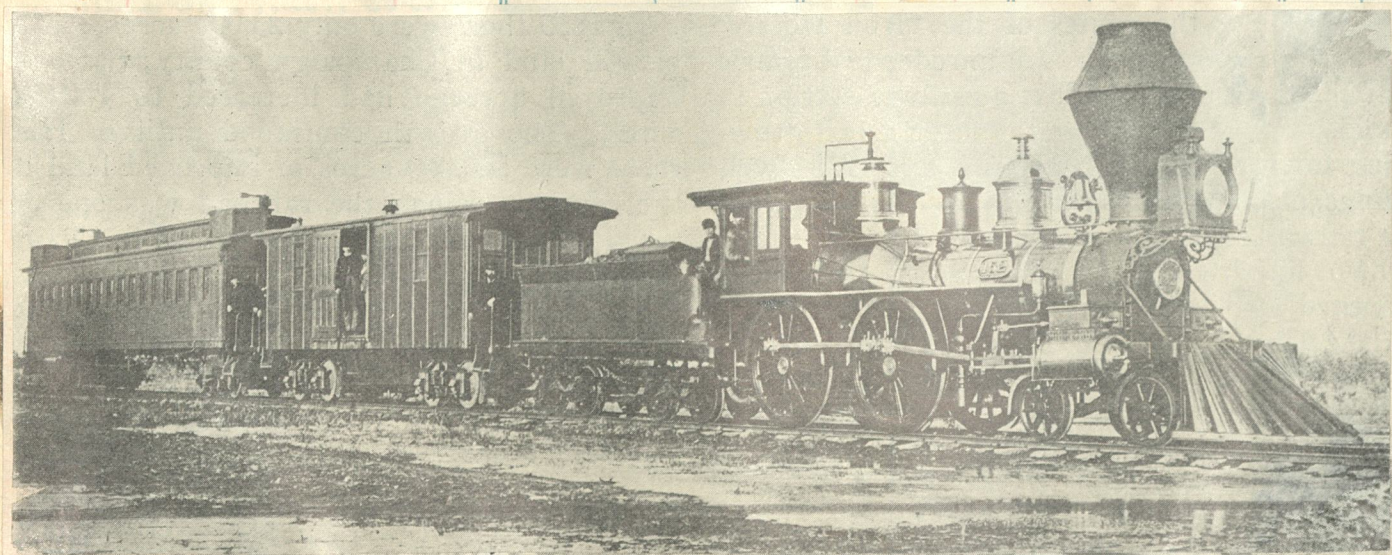


St Louis Coal #10 c/n 98 Rome 1884 to StLA&TH #19; I.C. 398, 360

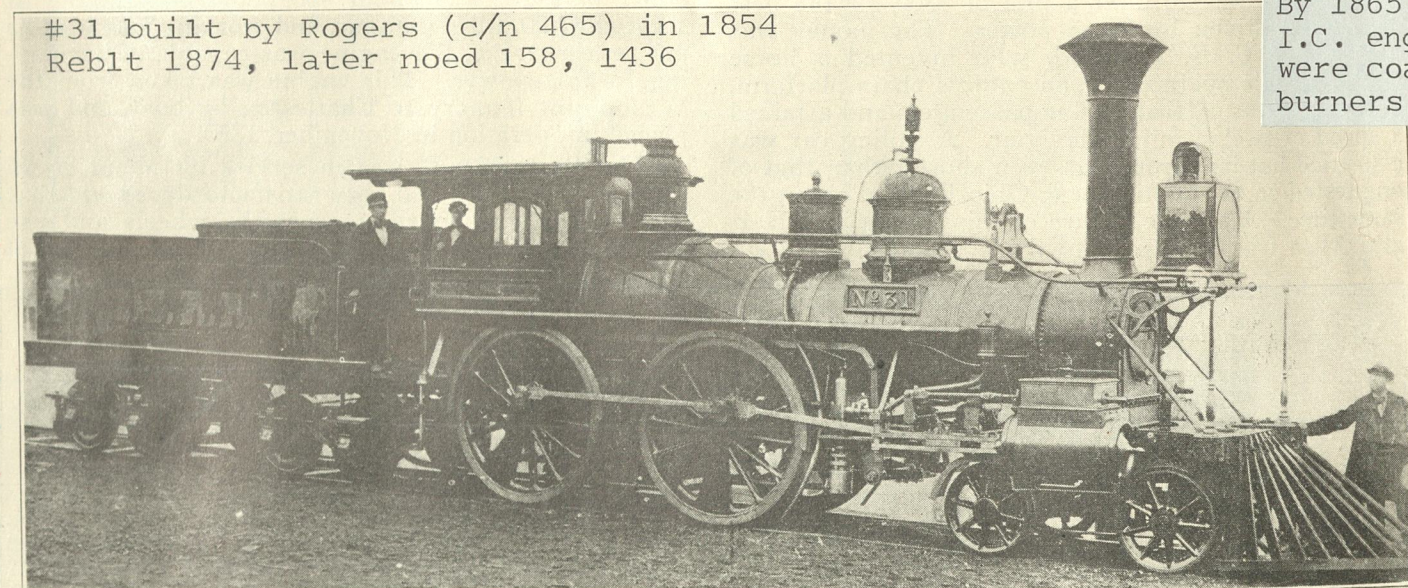


The 1464, a pretty 8 wheeler, on the table at Onawa, Ia., in 1897.

Blt as Gilman, Clinton & Springfield #3 by Baldwin in 1871 (c/n 2509) In 1877 to I.C. #205, renoed 1464 in 1890, then to 1488 in 1899. Retired 1909.



No positive I D. Eng may be the #82, built by Rogers 1856 c/n 681



#31 built by Rogers (c/n 465) in 1854 Reblt 1874, later noed 158, 1436

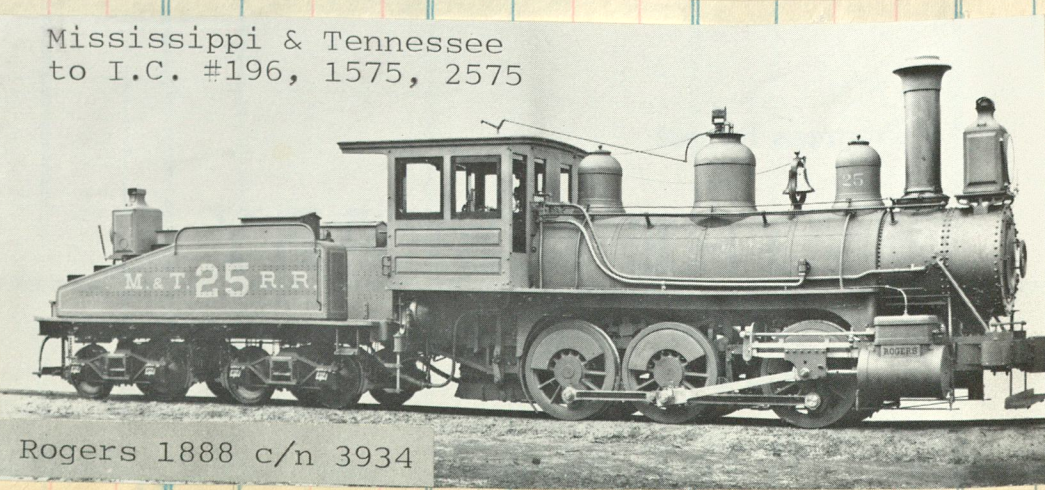
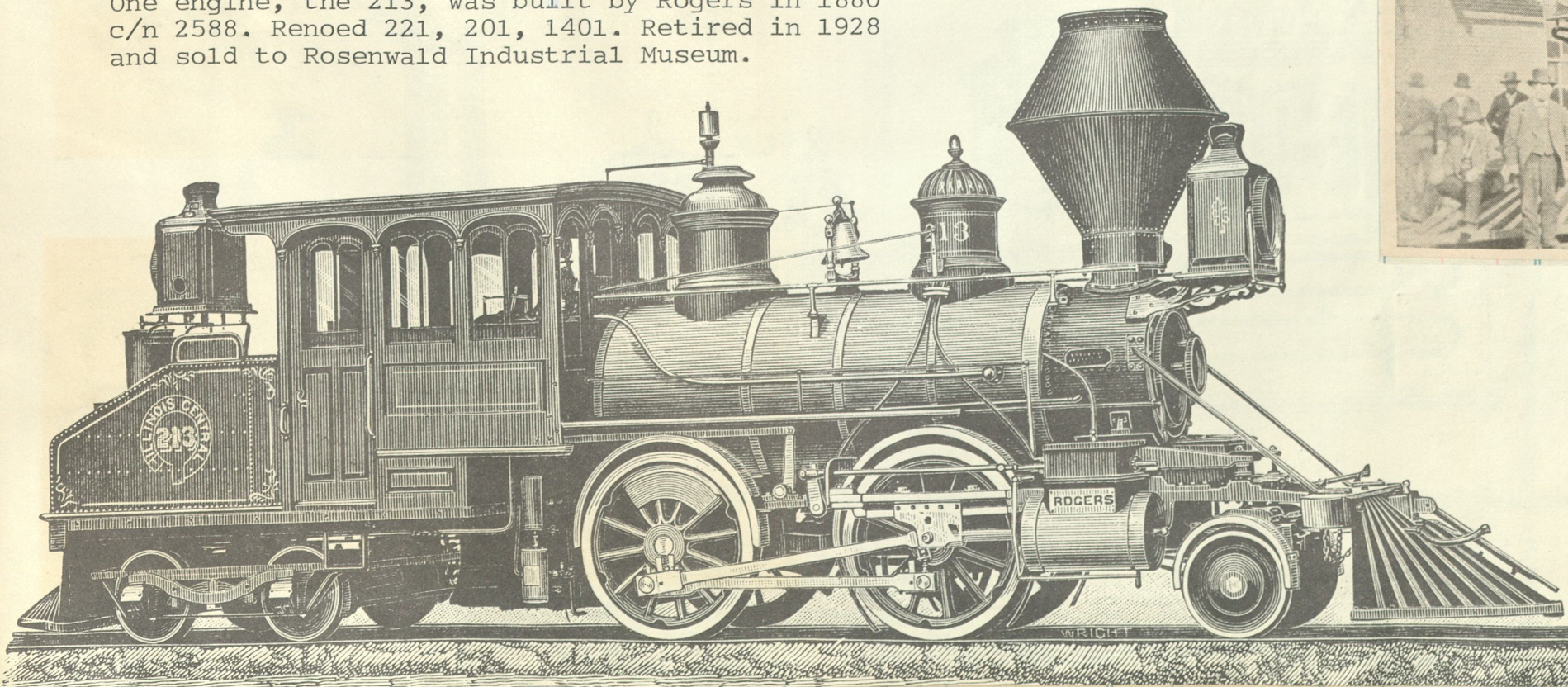
By 1865 most I.C. engines were coal burners

One of the First Coal Burning Locomotives Operated by the Illinois Central R. R.



Belleville & Southern Illinois #11 Blt at Taunton 1870 c/n 513 Later I.C. 1324

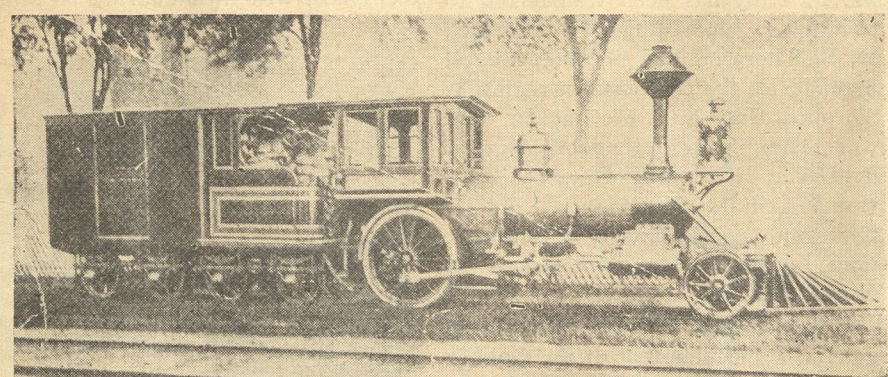
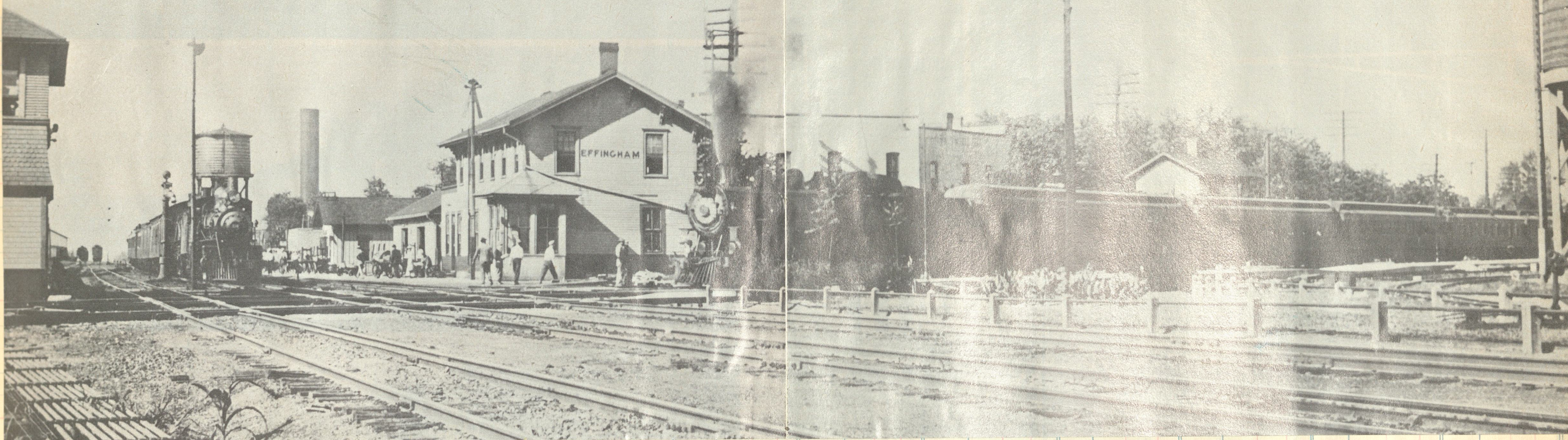
The first engine for the I.C.'s Chicago suburban service. One engine, the 213, was built by Rogers in 1880 c/n 2588. Renoed 221, 201, 1401. Retired in 1928 and sold to Rosenwald Industrial Museum.



Mississippi & Tennessee to I.C. #196, 1575, 2575

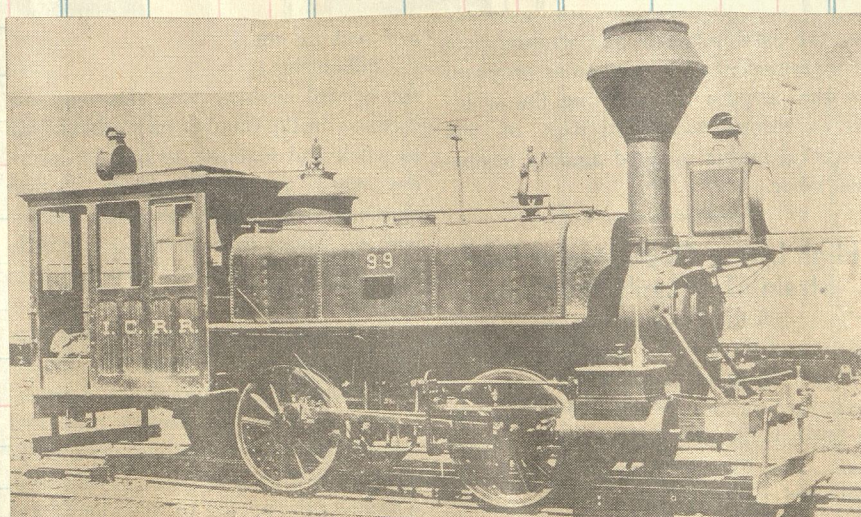
Rogers 1888 c/n 3934

This scene from the "Golden Age" is the diamond at Effingham, Illinois about 1905. Train on the left is Illinois Central #23, a Chicago to Cairo local while on the right is a Vandalia "limited", #21, with thru cars from New York to St Louis.



ILLINOIS CENTRAL'S OLD ENGINE 154, "THE VIXEN"

This odd little teakettle was one of two built by Mason in 1861 for the Dubuque & Sioux City. Tender and baggage compartment in a single unit. To the I.C. in 1867 and noed 167. Off the roster by 1875



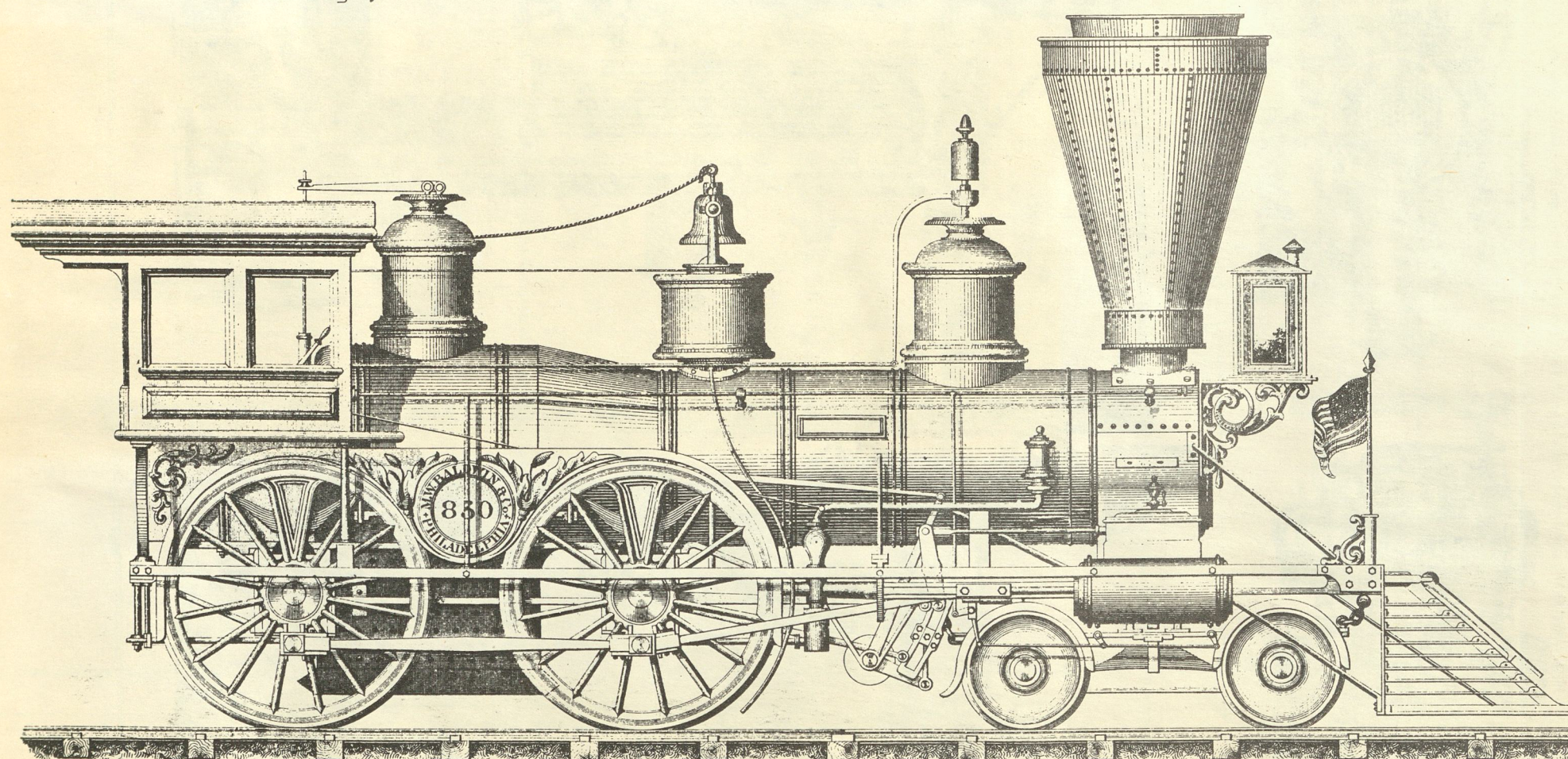
Built by Grant in 1873 for the New Orleans Belt Ry. In 1877 went to the C.StL. & N.O. as #11, then I.C. #257 (1882) later #99. Was sold in 1898.



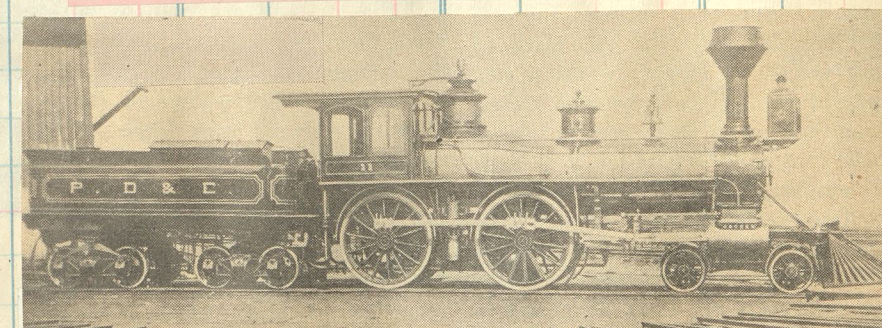
Natchez & Hamburg R. R. Locomotive of the Period of 1836.

There is considerable mystery about the MISSISSIPPI. No factual history has been determined. See item in R&LHS Bulletin #140 pg 115. This illustration shows engine after being rebt at the I.C.'s McComb shop in 1893. It operated under its own steam 815 miles to the Columbian Exposition at Chicago.

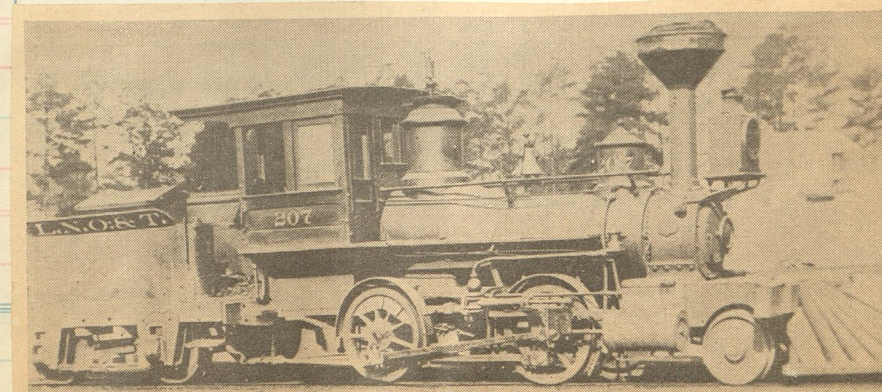
In 1874 renoed Chicago, St Louis & New Orleans #2



New Orleans, Jackson & Great Northern wood-burning passenger locomotive named Vulcan, built by M. W. Baldwin & Company in November 1858.

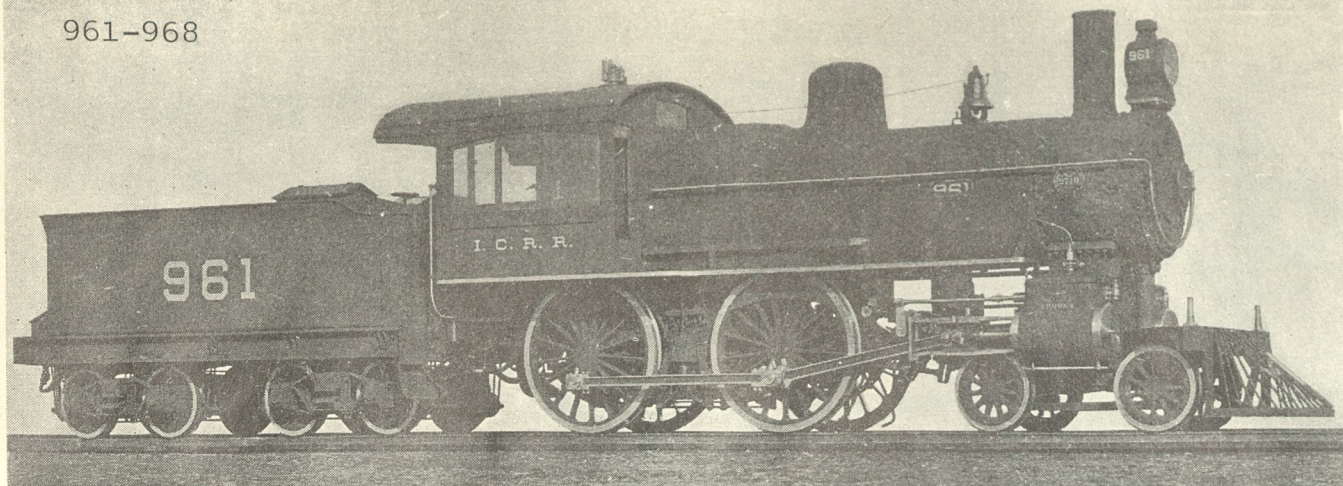


Peoria, Decatur & Evansville #11 Built by Brooks 1880 c/n 426. To I. C. #1339 in 1900.

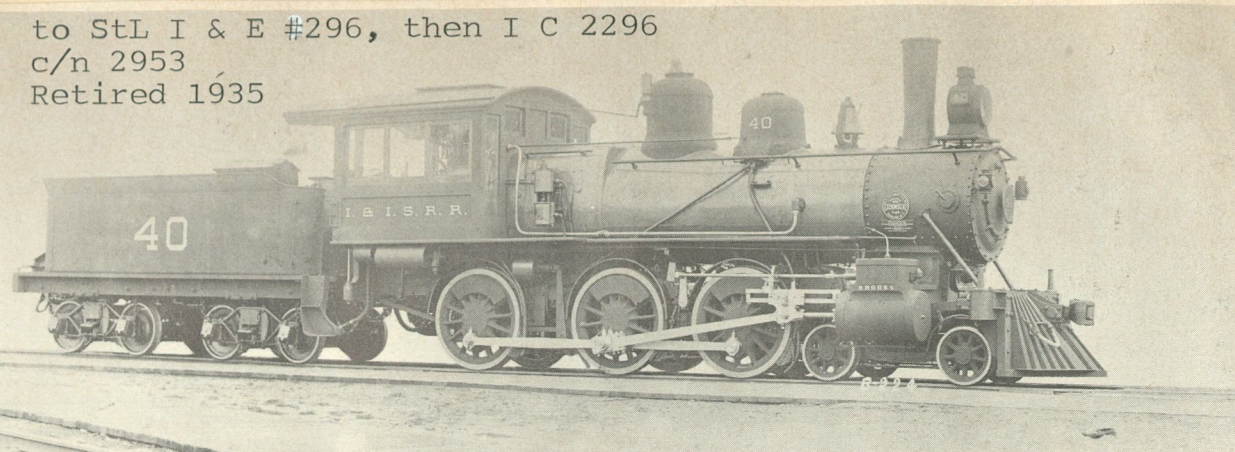


Blt by Porter 1881, c/n 445, for Pipes & Lyons at Clinton, Ia. Shown here as Louisville, New Orleans & Texas #207. In 1892 to Yazoo & Miss Valley.

961-968

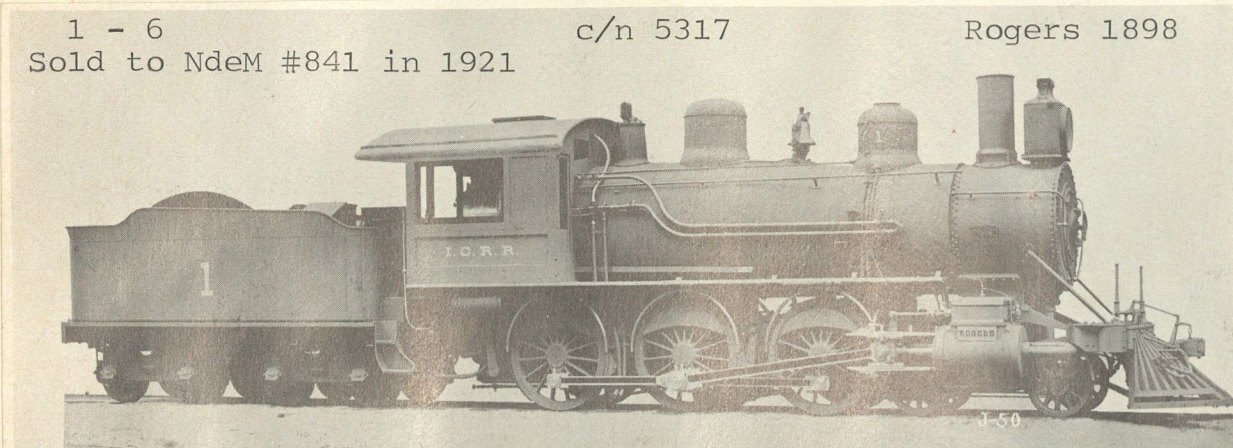


Renoed 1961, 4961	c/n 2716	Ret 1926
Illinois Central passenger locomotive No. 961, built by the Brooks Locomotive Works in November 1896.		

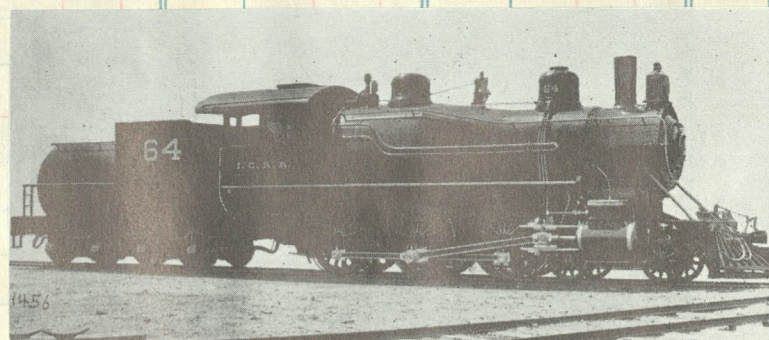


Indiana & Illinois Southern	Brooks 1898	40	4-6-0	56"	61T-38T
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Amount	Clos. No.	Sold	Amo
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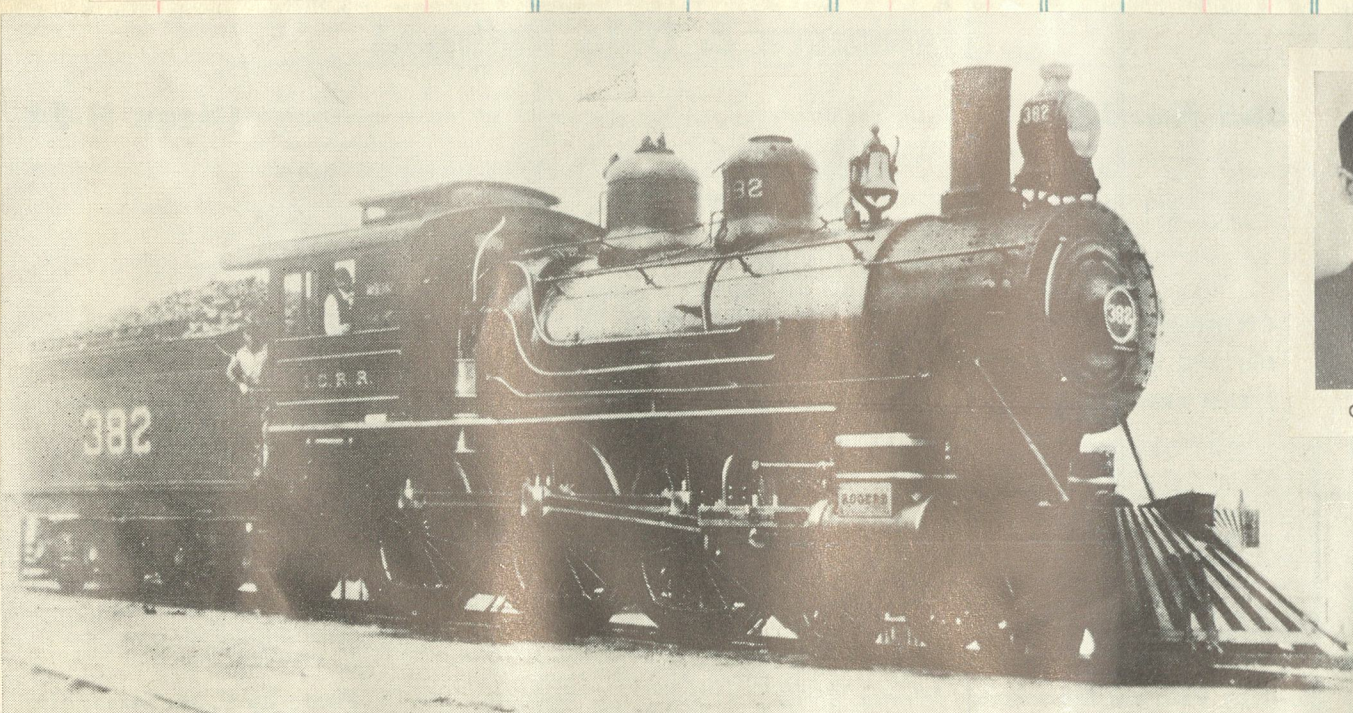


1 - 6	c/n 5317	Rogers 1898
Sold to NdeM #841 in 1921		

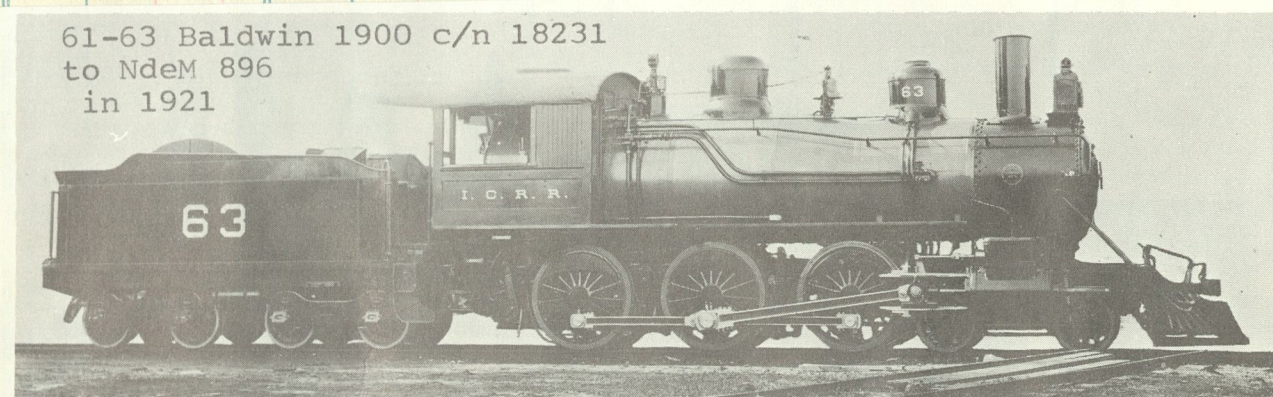


Ten wheeler #64 blt by Baldwin
1901, c/n 19000. Sold in 1921
to NdeM noed 897

In 1921 the Illinois Central sold fifty seven 4-6-0's and thirty four 2-8-0's to the National of Mexico. The Ten wheelers noed NdeM 841-897 and Consolidations 1003-1032, 1133-1136.



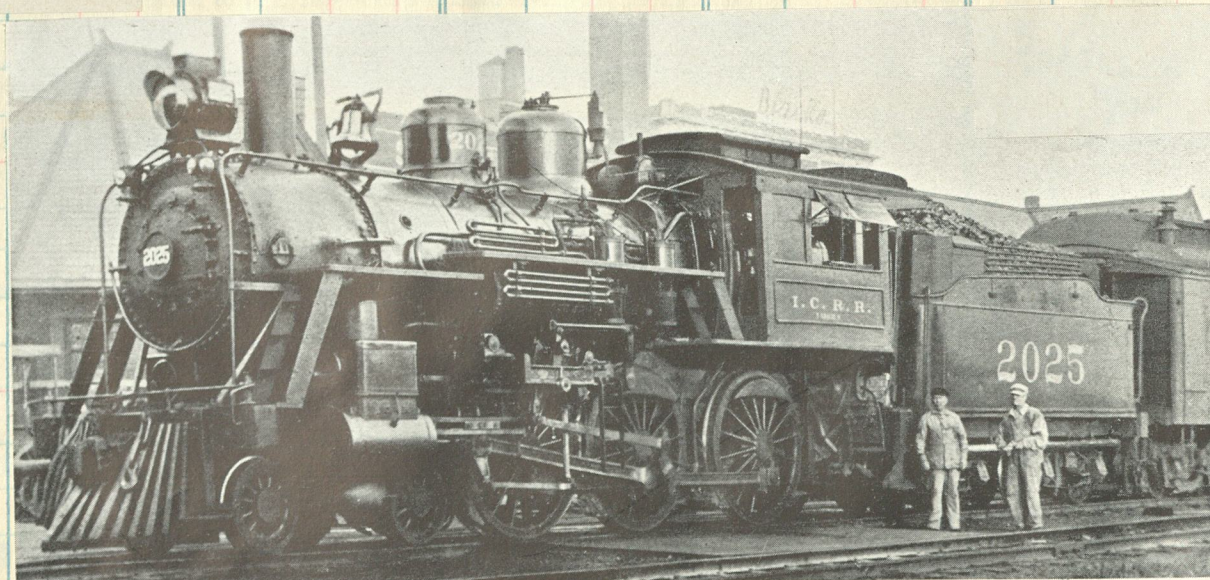
CASEY JONES



61-63 Baldwin 1900 c/n 18231
to NdeM 896
in 1921

The "high Ten wheeler" that Casey Jones rode to glory in the early morning of April 30, 1900. Traveling at a fast clip, and in a dense fog, with Trn #1 he plowed into the rear of a freight fouling the main line at Vaughan, Miss. Casey was the only one killed. Two hostlers, Wallace Saunders and Ike Wentworth, made up the "spiritual" and by 1902 had become a hit song and Casey became immortal. The 382 (shown rebuilt after the wreck) was part of an order for five engines [381-385] constructed by Rogers in 1898, c/n 5292.

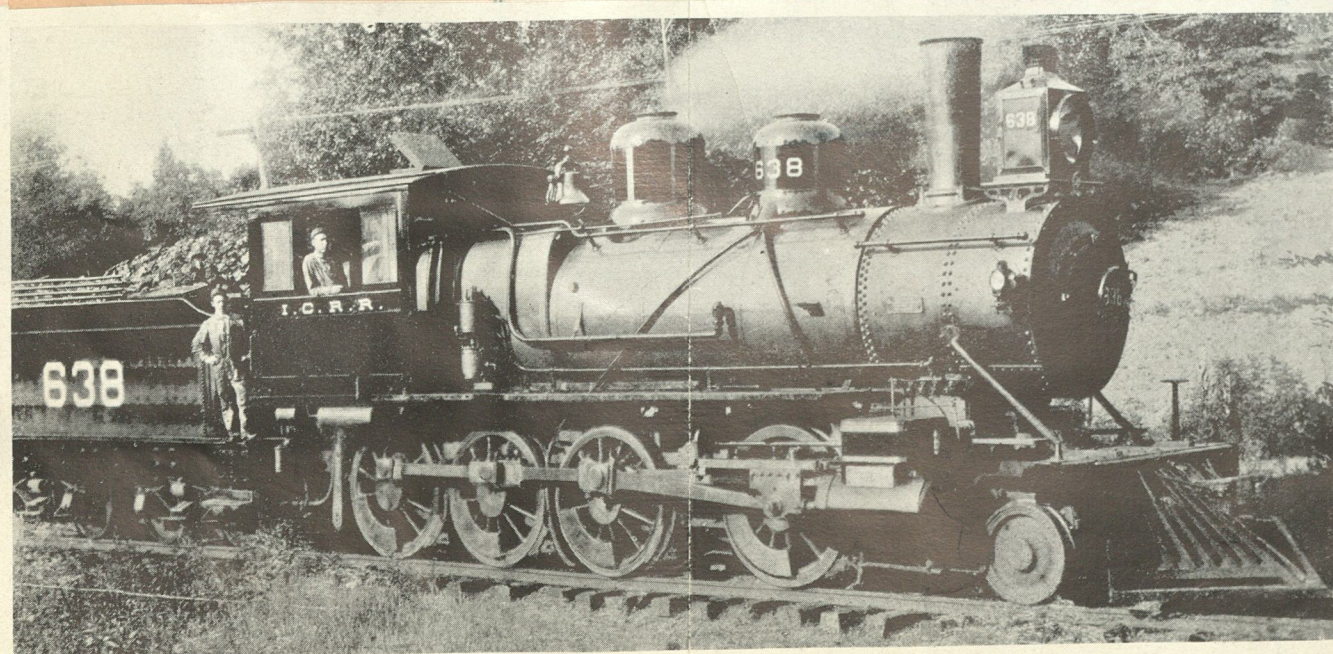
30th, 4 a m., on Illinois Central, at Vaughans, Miss., passenger train No. 1 ran into the rear of a preceding freight train, wrecking the engine and several cars. The engineman was killed and three other trainmen were injured. There was a dense fog at the time.



No. 2025 was a fine example of the 4-6-0 ("Ten-Wheeler") type that pulled the heavier passenger trains at the turn of the century. At the time the Illinois Central installed its famous Chicago-St. Louis flyers, "The Daylight" and "The Diamond." Built by Pullman in 1900, No. 2025 had 69-inch drivers and 180-pound boiler pressure; its cylinders were 19½ by 26 inches, and its tractive effort was 21,922 pounds. Six engines of this class are still in service on light runs.

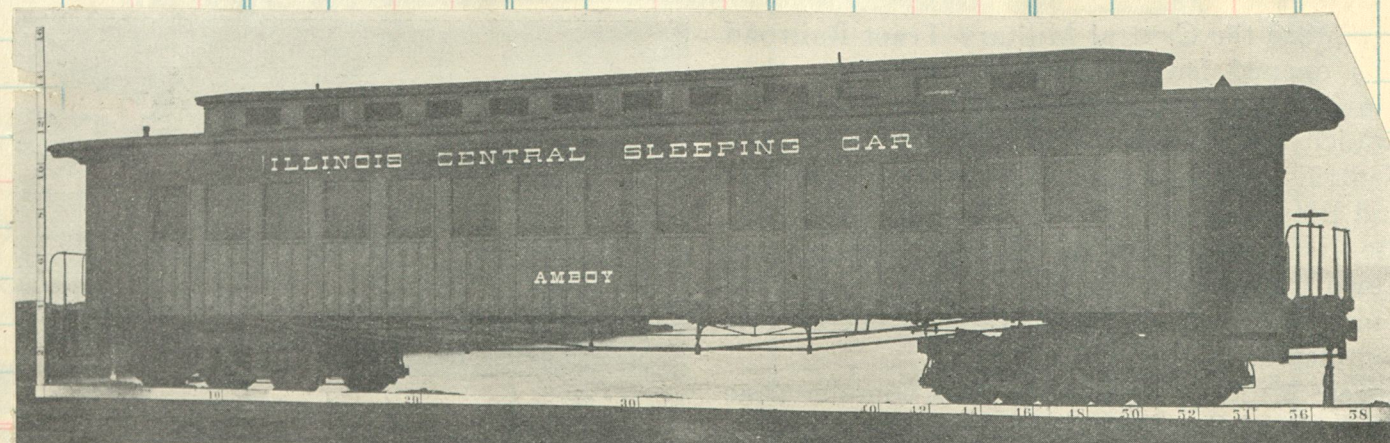
One of seventeen 4-6-0's delivered by Rogers in 1900. Numbered 2024-2040 (1907) Later 5024-5040. #2025 original #395 with c/n 5532. Retired 1935.

638 Rogers 1893 c/n 4847
In 1921 to NdeM #1032

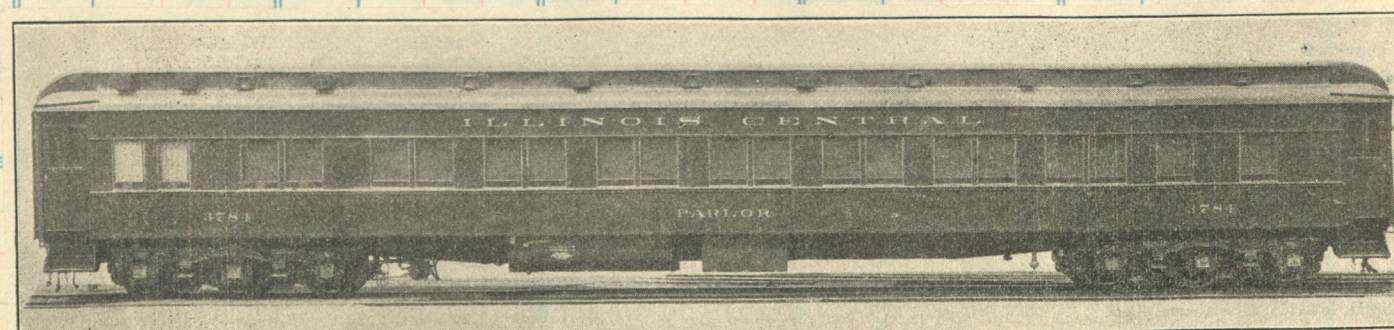


"CASEY JONES, WITH THE THROTTLE IN HIS HAND....."

This is the only known picture of John Luther "Casey" Jones, Illinois Central engineer made famous in song and story, in the cab of his locomotive. It was taken at Hunter's Cut, Miss., in 1898, while "Casey" was handling No. 638, a 2-8-0 standard design of that day, on a freight run on the old main line of the Illinois Central out of Jackson, Tenn.

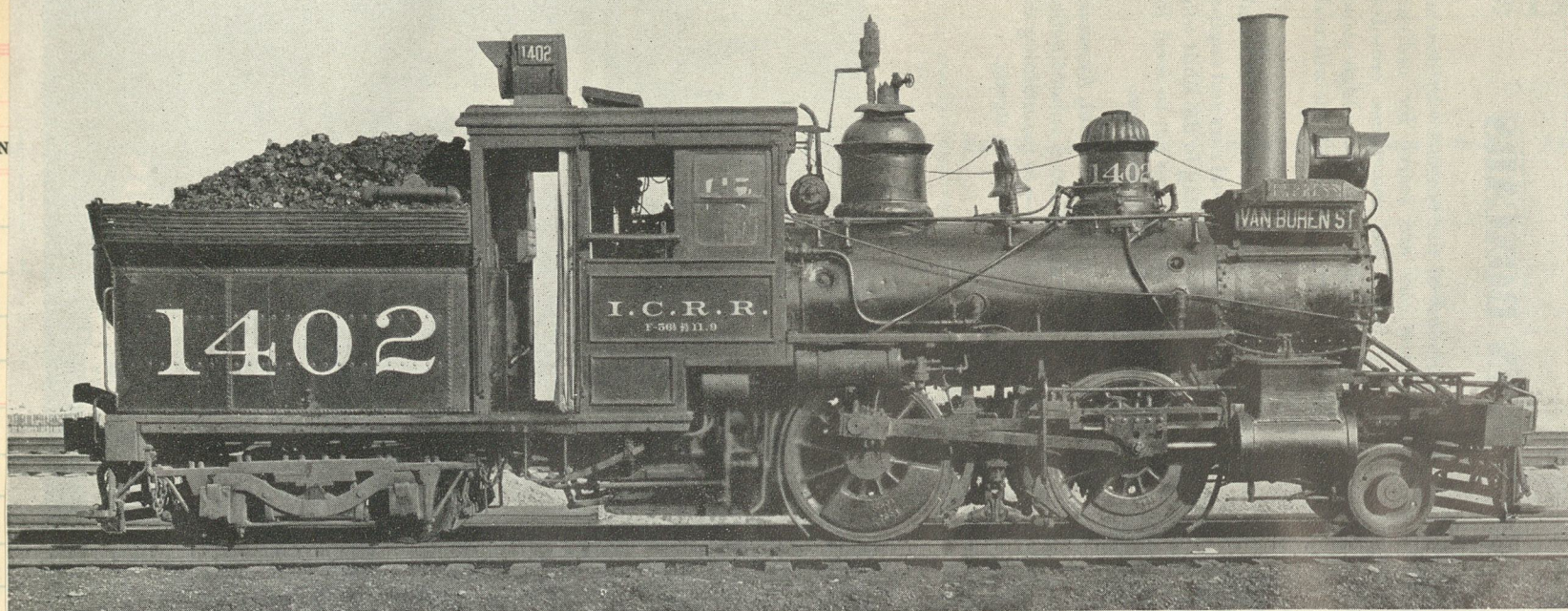


PIONEER SLEEPING CAR—The introduction of sleeping cars on the Illinois Central in 1856 marked a great forward step in passenger travel. The *Amboy*, shown above, was in use in 1857.



Built by the Pullman Car & Manufacturing Company for the Illinois Central

Clos. N



Illinois Central; data courtesy C. B. Medin.

Noed 214, 222, 202, 1402

Illinois Central 2-4-4 T Built by Rogers, 1881.

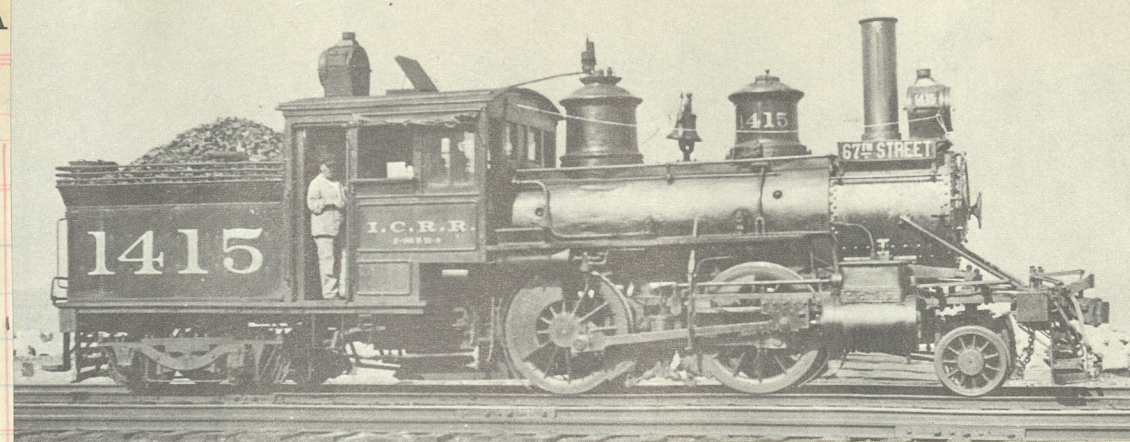
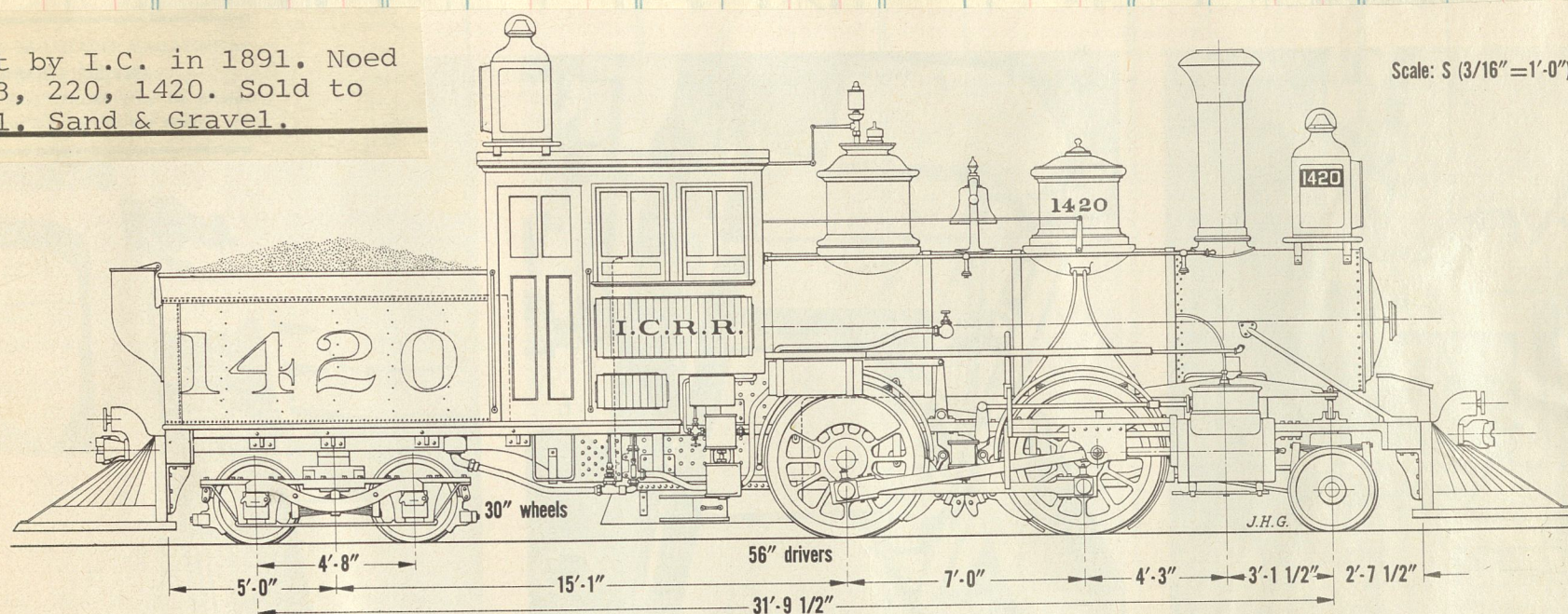
BEFORE it was displaced in 1926 by the electric service [see front part of this issue], suburban tank locomotive No. 1402 of the Illinois Central, built in 1881 by Rogers, traveled approximately 1½ million miles, and is estimated to have hauled 115,000 trains and carried in the neighborhood of 25 million passengers—more than the combined population of London, New York, Berlin, Chicago, and Paris! Although the IC suburban service was started in 1856, regular road engines were used at first and it was not until 1880 that the first tank loco, 1401, was built especially for the Chicago suburban traffic. In those days the road operated only 18 suburban trains each way daily, and there were probably not more than four or five locomotives employed in this service.

Specifications:

Traction force	11,862 lbs.
Cylinders, diameter and stroke	16" x 22"
Drivers, diameter	56½"
Weight on drivers	49,000 lbs.
Weight on front truck	14,500 lbs.
Weight on trailing truck	46,500 lbs.
Total weight of engine and tender	107,600 lbs.
Steam pressure	140 lbs.
Grate area	14 sq. ft.
Heating surface (evaporative)	975.62 sq. ft.
Tender capacity	Water, 1550 gals.; coal, 4½ tons

c/n 2691

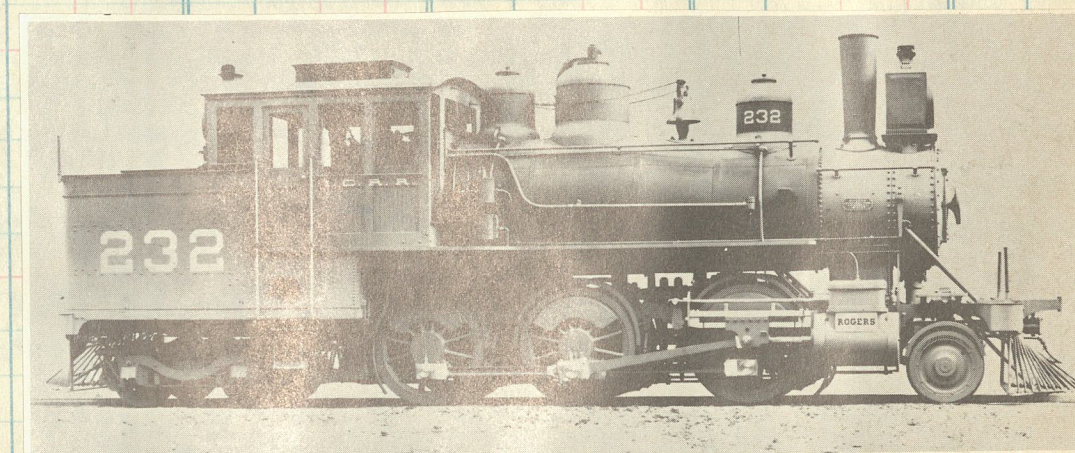
Blt by I.C. in 1891. Noed 143, 220, 1420. Sold to Ill. Sand & Gravel.



The 1415 was one of three built by Illinois Central in 1886. Org No. 60, then 215 and last 1415



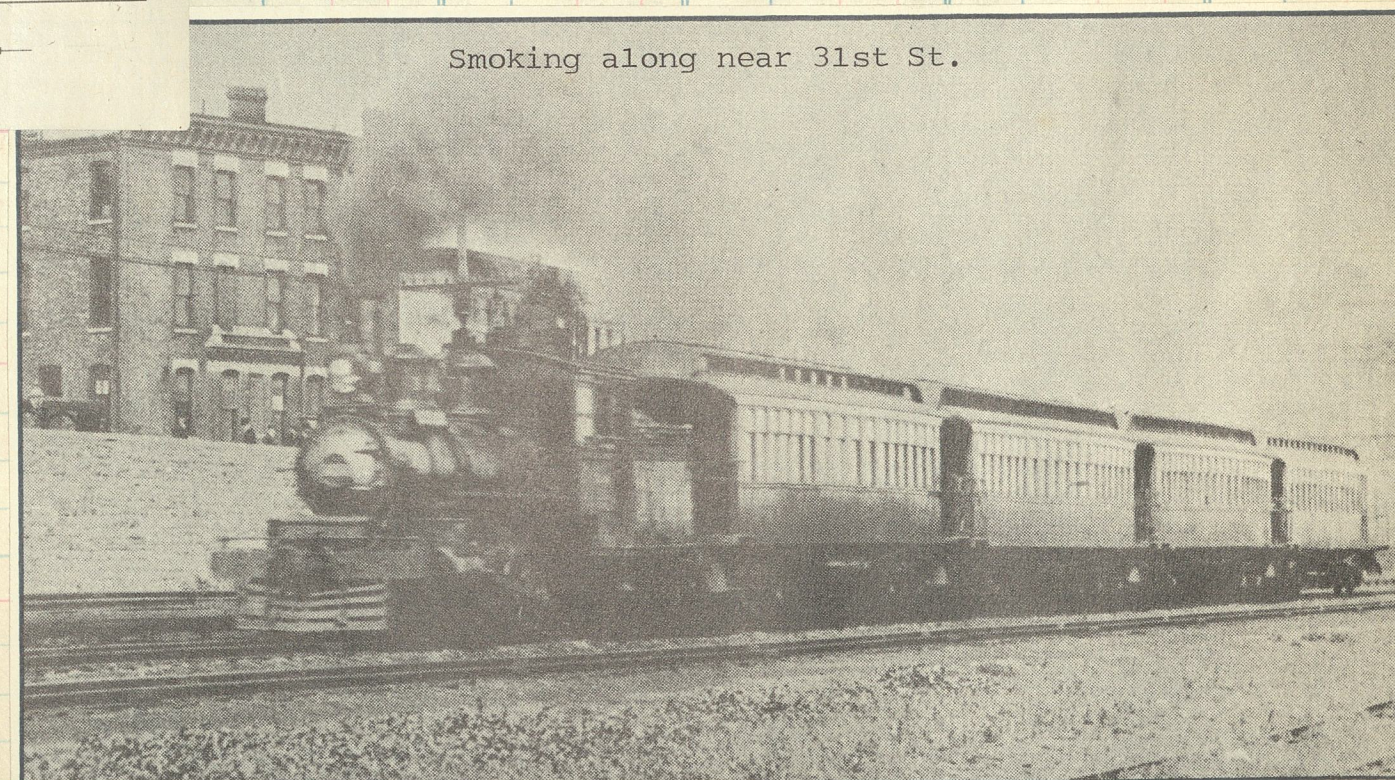
SIX STEAM engines at Randolph Street during a turn-of-the-century rush hour, and a commendable lack of smoke,



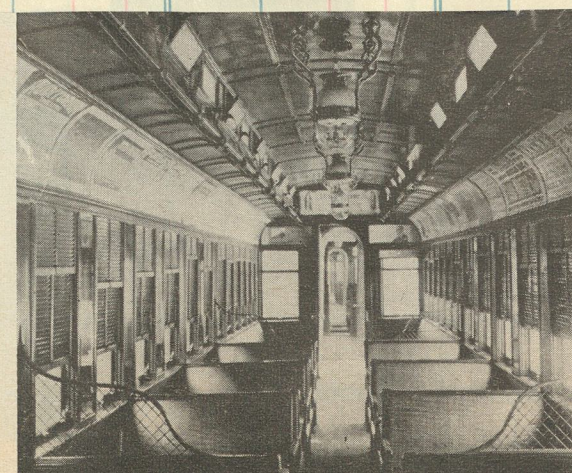
A pair of 2-6-4T's delivered by Rogers in 1892. The 232, c/n 4798, renoed 1423 and in 1926 was sold to a gravel company at Coleman, Ill.



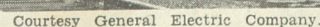
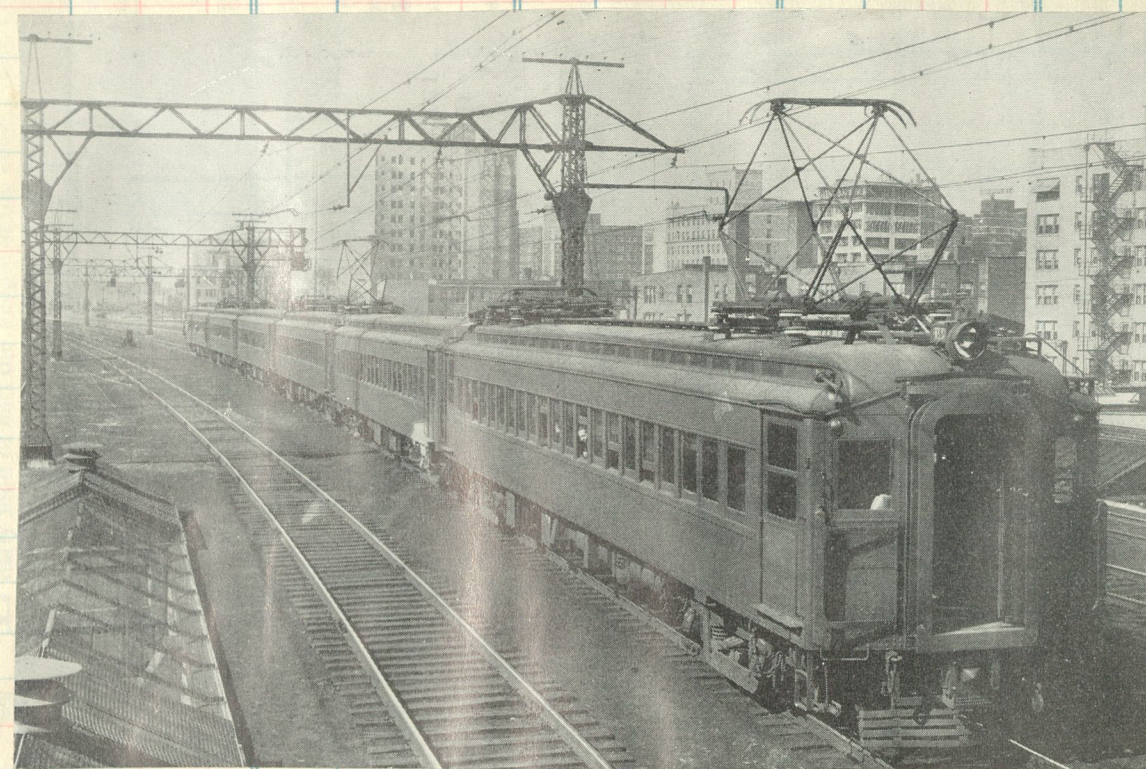
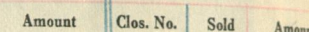
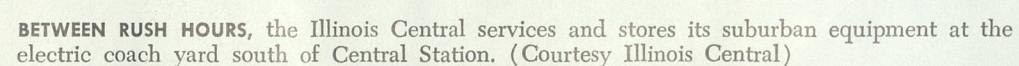
A shuttle train discharges at the Van Buren St suburban station some of the 21.5 million persons who attended the World's Columbian Exposition in 1893.



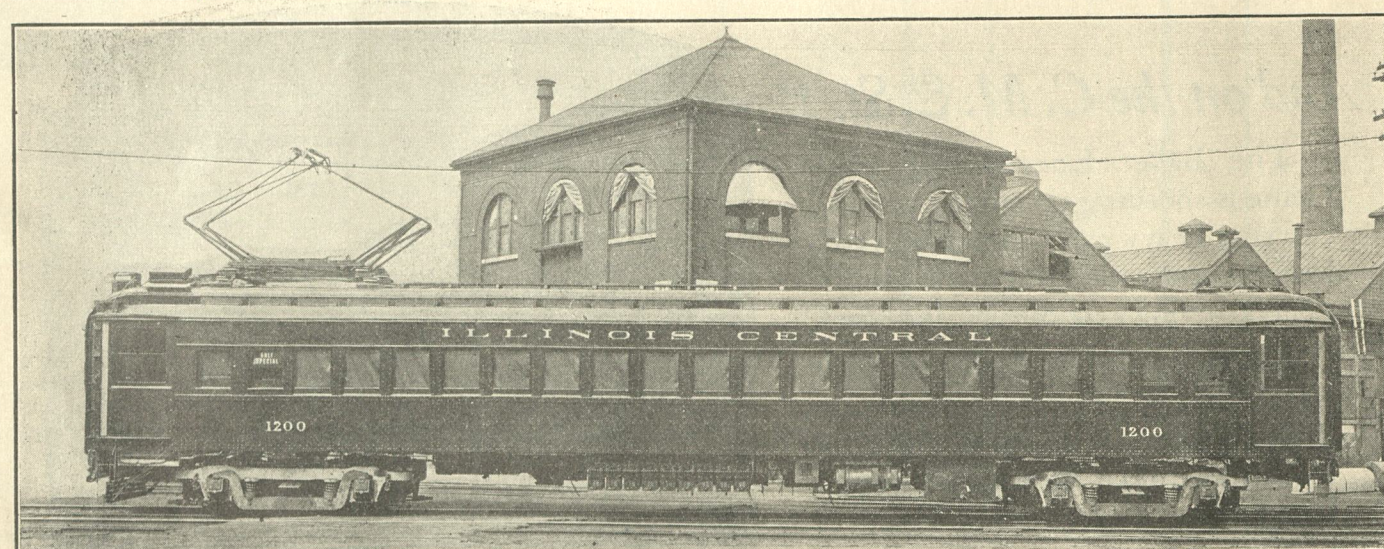
Smoking along near 31st St.



BOWLING, chocolate marshmallows, night school: all were advertised in this early IC commuter car.



Right of way at 43rd Street.



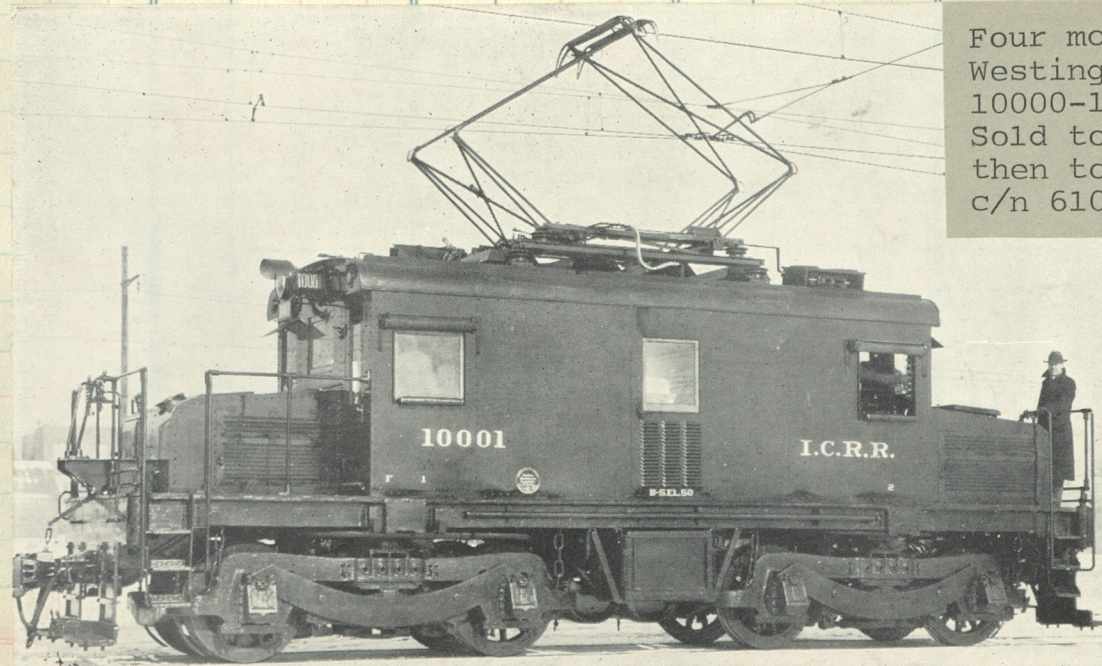
THE above is an illustration of a new Illinois Central Railroad Suburban Car about to be installed in its electrified suburban service in Chicago.

1926

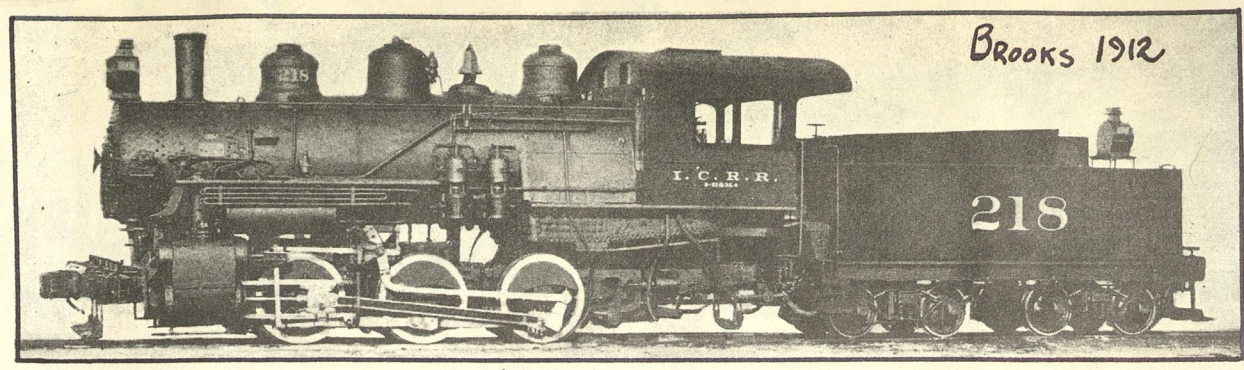
Four motors blt by Baldwin-
Westinghouse in 1929 noed
10000-10003. Retired in 1941
Sold to Iron & Steel Prods,
then to the C.S.S. & S.B.
c/n 61047



Illinois Central's eight miles of eight-track elevated right of way into Chicago is to be envied by any railroad. There is also some 10-track line. This is the crack *Panama Limited* coming into Chicago through the southeast side. The two nearest tracks are for freight, the next two are for through passenger trains, and the rest are for electric suburban trains. By F. T.

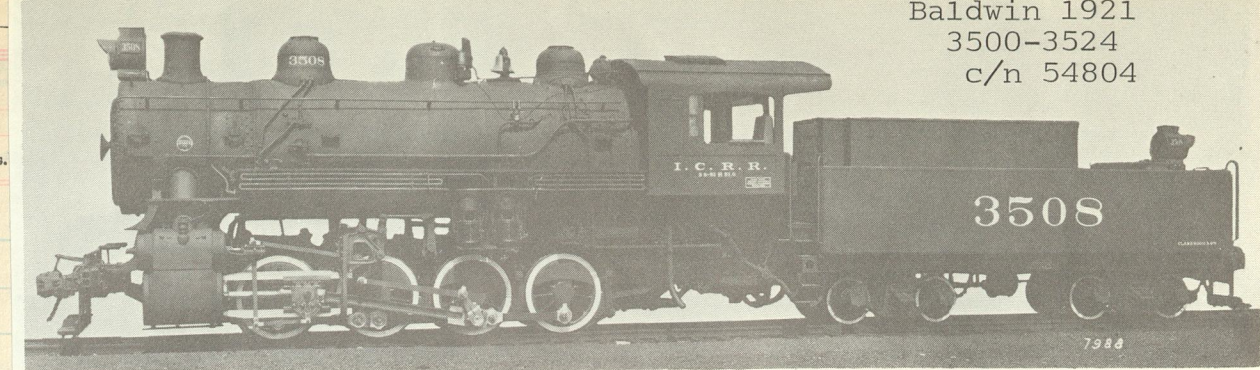


Clos. No. Sold Amount



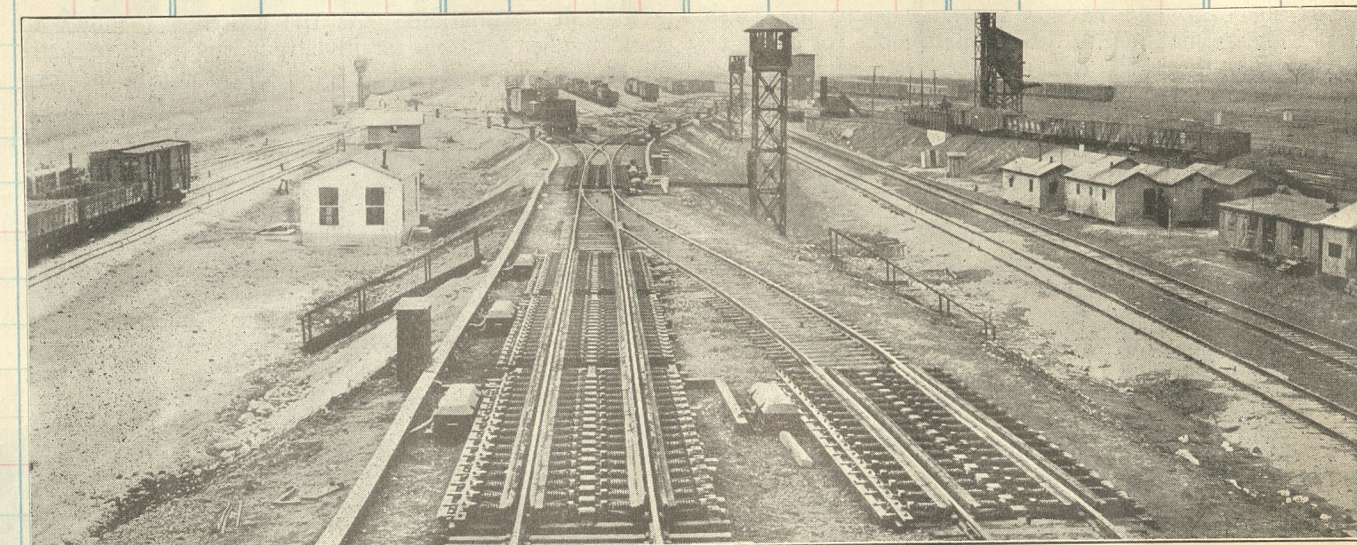
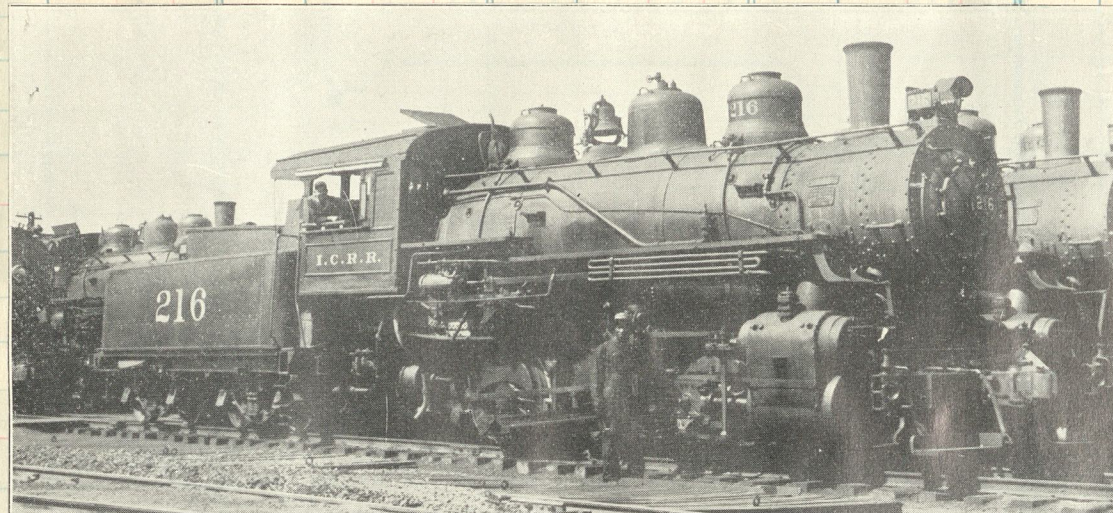
Brooks 1912

210-219 c/n 52267

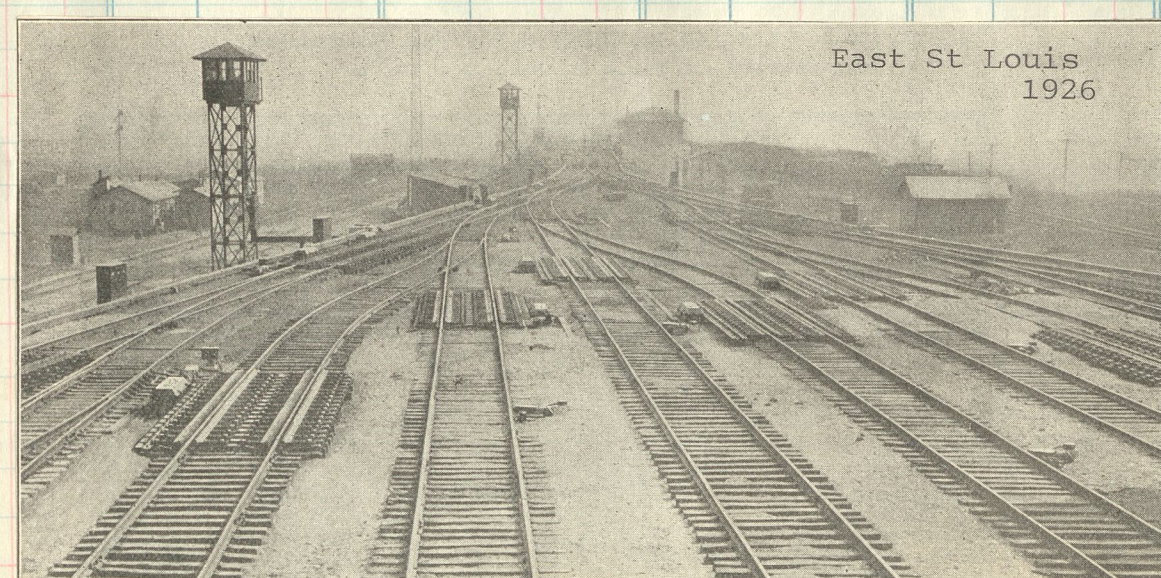


Baldwin 1921
3500-3524
c/n 54804

Clos. No. Sold Amount



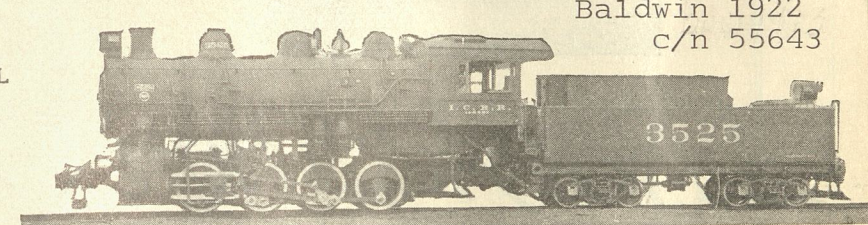
View of Hump Classification Yard at East St. Louis, Ill., Equipped with Retarder System 1925



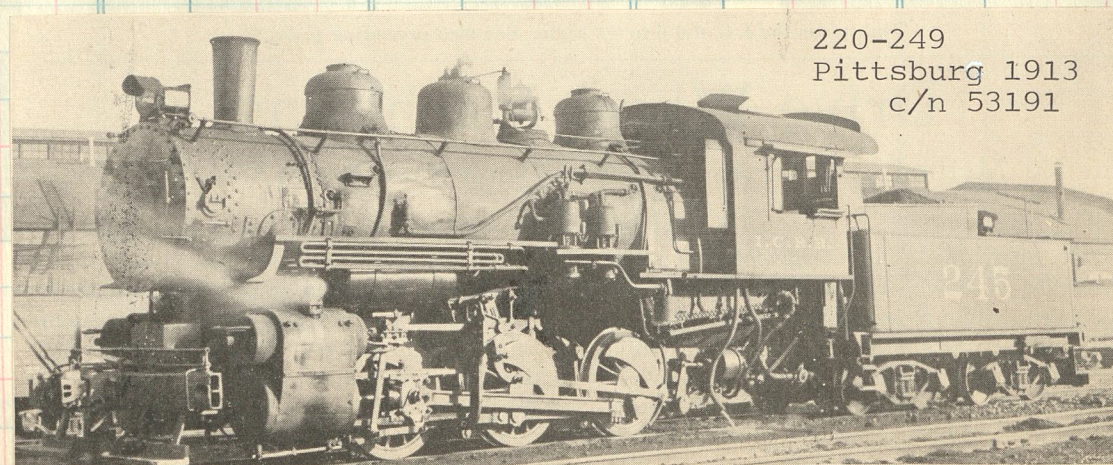
East St Louis
1926

3525-3539
BUILT FOR THE ILLINOIS CENTRAL
RAILROAD

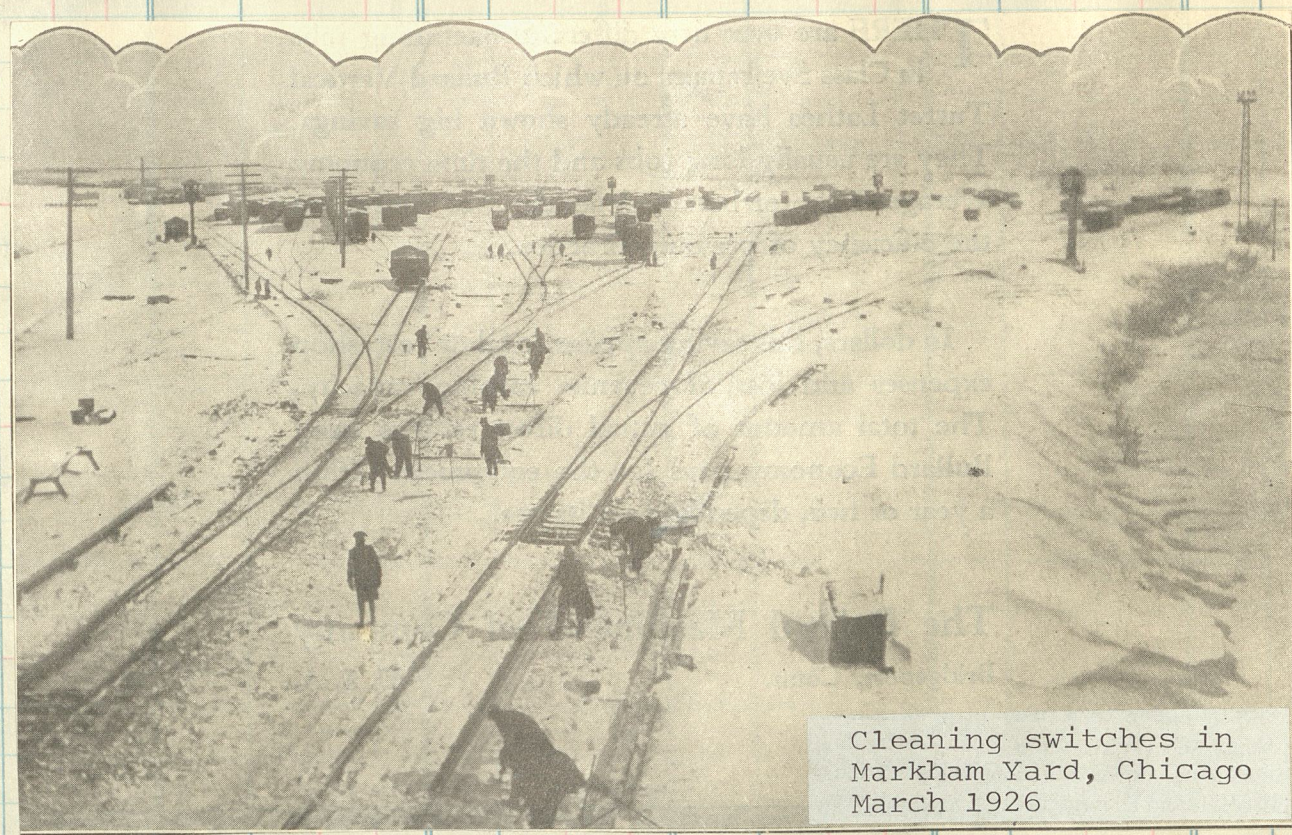
Cylinders25" x 28"
Driving wheels, diameter.....51"
Weight, total engine.....219,430 lb.
Tractive force51,000 lb.



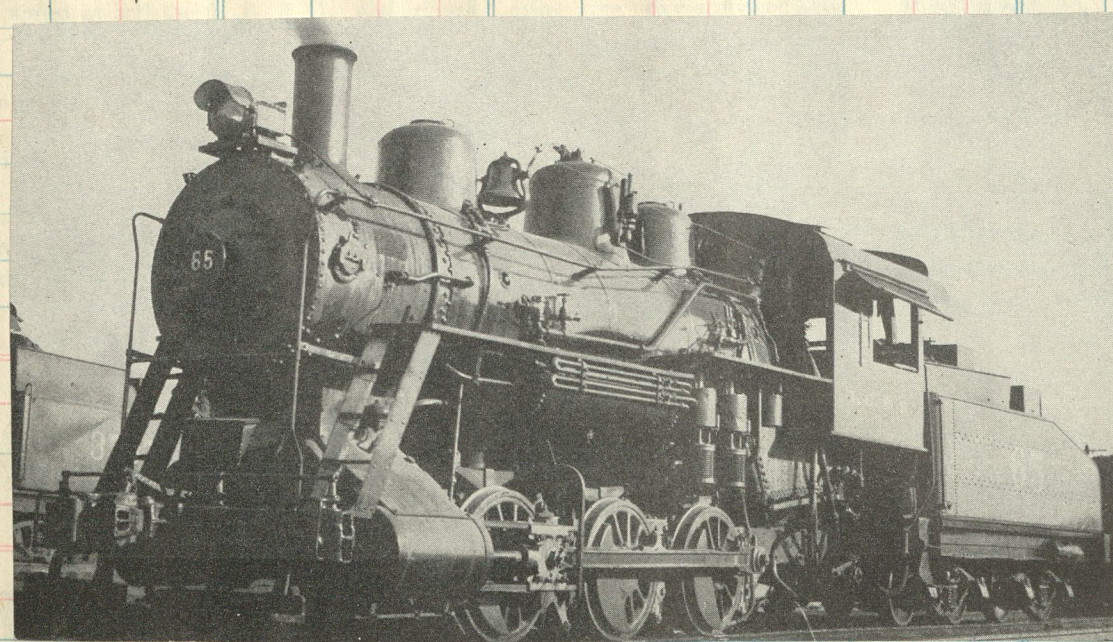
Baldwin 1922
c/n 55643



220-249
Pittsburg 1913
c/n 53191



Cleaning switches in
Markham Yard, Chicago
March 1926



In 1905 Brooks delivered ten engines noed 65-74. The 65 [c/n 38135] rebt as 0-6-0T in 1943 and noed 3290.

3555-3569 LIMA 1929
c/n 7363

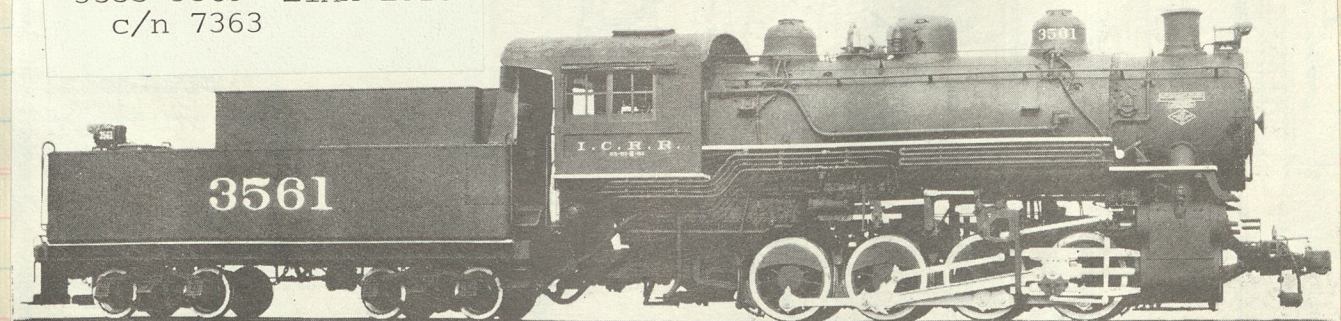
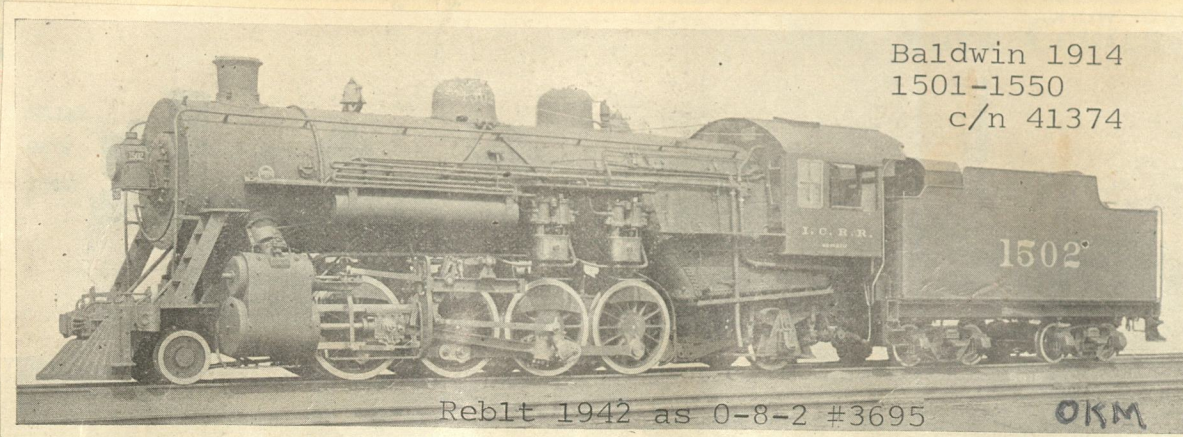


Fig. 22—Illinois Central 0-8-0 (Eight-Wheel) Switching Locomotive. Built by the Lima Locomotive Works, Inc.

Cylinders, diameter and stroke	25 in. x 28 in.	Total engine and tender wheel base	53 ft. 3 1/4 ft.
Tractive force	51,040 lb.	Fuel	Soft coal
Cylinder horsepower (Cole)	1,970 hp.	Grate area	51 sq. ft.
Drivers, diameter	51 in.	Steam pressure	175 lb.
Weight on drivers	231,000 lb.	Evaporative heating surface	2,747 sq. ft.
Weight of tender	158,500 lb.	Superheating surface	673 sq. ft.
Driving wheel base	15 ft. 0 in.	Tender capacity	8,000 gal.—13 tons



Baldwin 1914
1501-1550
c/n 41374

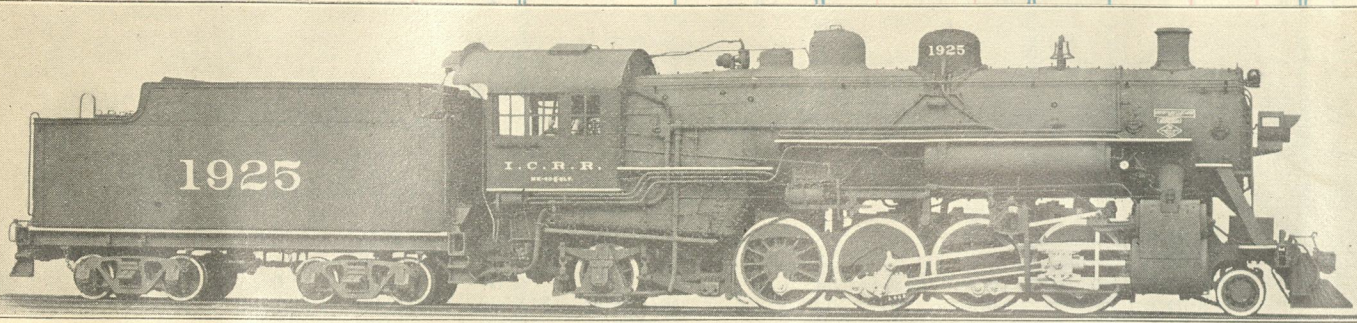
Rebld 1942 as 0-8-2 #3695 OKM

System
unt Clos. No.

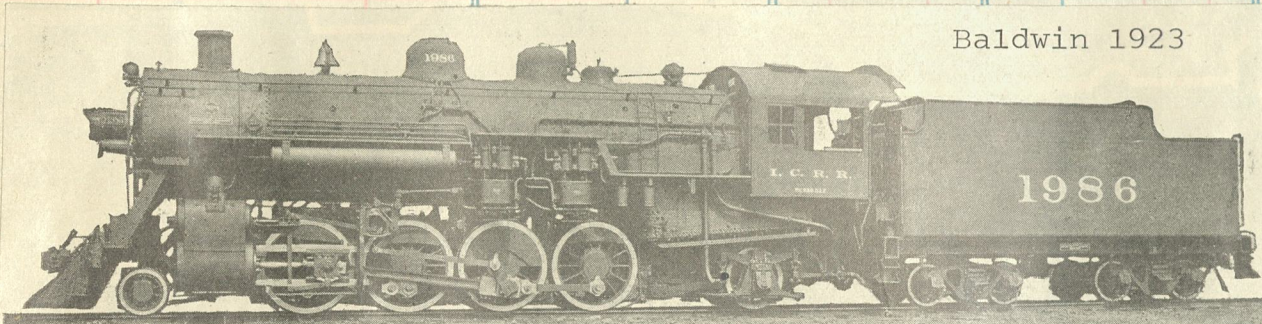


ount Clos. No. Sold Amount

Extra 1576 drifts into the garden at Jackson, Miss.
Blt by LIMA in 1915 #1720 c/n 5024. Rebld in 1941
and noed 1218, then 1576 in 1947



1908-1970 c/n 6517 LIMA 1923



Baldwin 1923

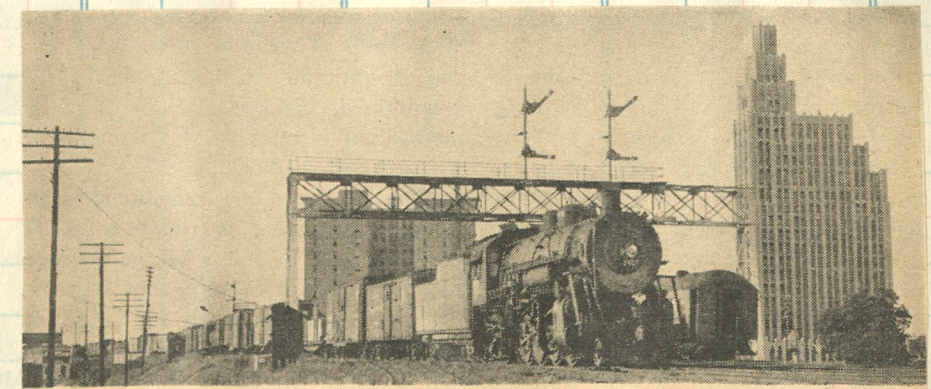
1983-2017 MIKADO TYPE LOCOMOTIVE, ILLINOIS CENTRAL RAILROAD c/n 56824
Cylinders, 27" x 30" Water heating surface, 4,094 sq. ft.
Driving wheels, diameter, 63" Superheating surface, 905 sq. ft.
Steam pressure, 175 lb. Weight on drivers, 227,330 lb.
Grate area, 70.3 sq. ft. Weight, total engine, 298,500 lb.
Tractive force, 51,700 lb.



The 1429 is rolling a cut of high cars at a good clip near Genoa, Ill.
One of the Lima's [org #1941 blt 1923] rebld in 1938 and noed 1429. In
1949 again renoed to 1534.

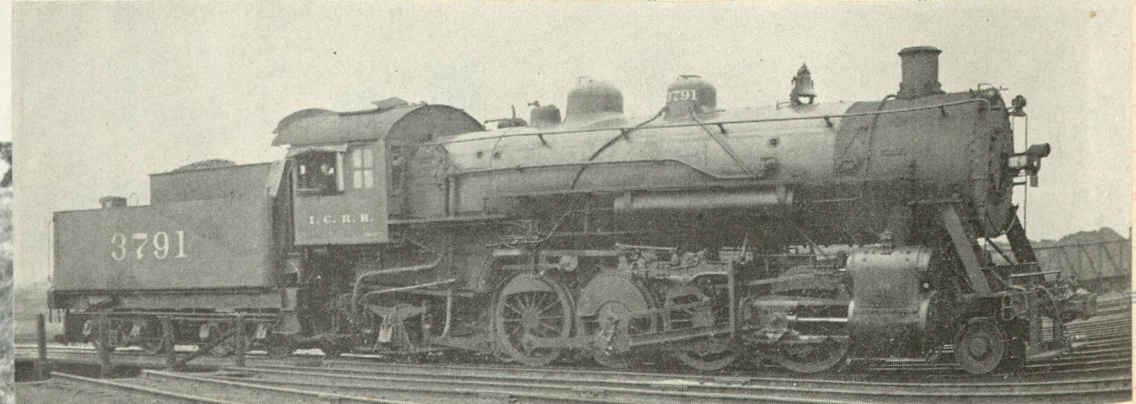


Time freight #291 works its way over
P. & P. U. trackage near Creve Couer,
Ill. Mike 2112 was built by Baldwin
in 1912 as #1594 [c/n 38755]. Rebld
in 1938 and noed 2112.



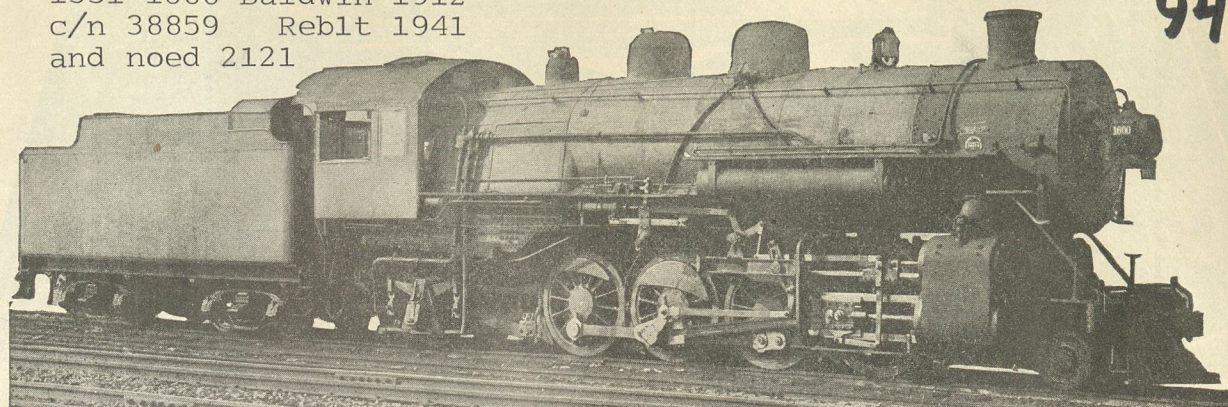
ILLINOIS CENTRAL'S ENGINE 1457 LEAVING JACKSON, MISS.

C. William Witbeck



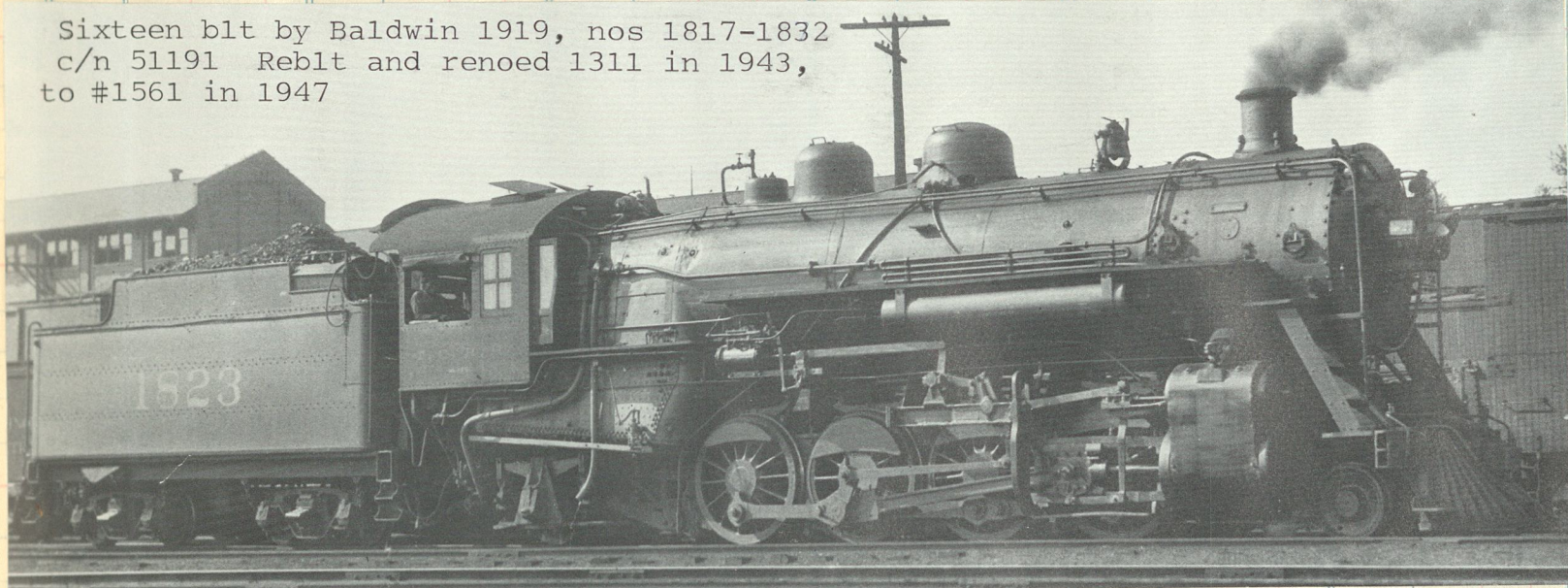
Built as a 2-8-0 by Brooks (c/n 43423) in 1907.
Rebld to 2-8-2 in 1923 and noed 3908. Renoed
3791 in 1937.

1551-1600 Baldwin 1912
c/n 38859 Reblt 1941
and noed 2121



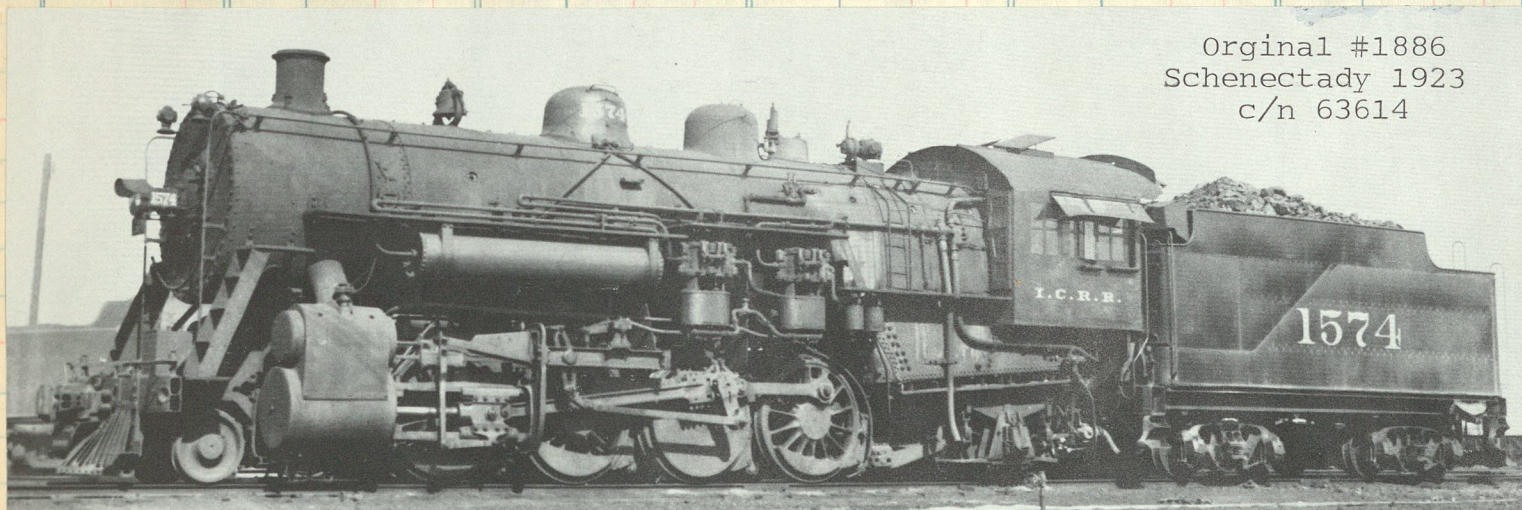
A 'born again' Mike. Org #1565. Reblt at Paducah 1942 #2136.

Sixteen blt by Baldwin 1919, nos 1817-1832
c/n 51191 Reblt and renoed 1311 in 1943,
to #1561 in 1947



Mikado 1580, one of 507 2-8-2s constituting a single road series of Harriman era design, rolls through Fosters, La.

Original #1886
Schenectady 1923
c/n 63614



LIMA 1918
Org #1875
c/n 5738



Another Paducah rebuild struts out of Freeport, Ill.
One of the fifty LIMA's built in 1918 (c/n 5731) Original number 1868.



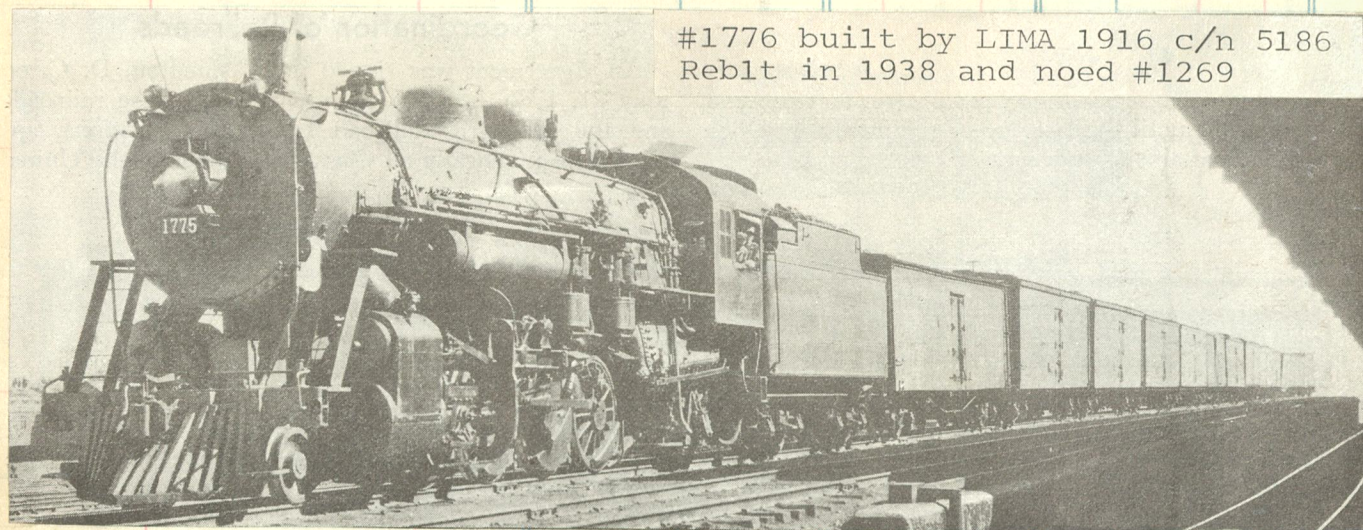
Unit Train of Wartime Oil Roars Through Mississippi-1943

Amid the heat and humidity of a June afternoon, this northbound Illinois Central 2-8-2 engine with its long string of crude oil tank cars quickly reaches top running speed after leaving Tinsley, Mississippi. It is one of 5,800 oil train movements handled by the IC during the war year of 1943.

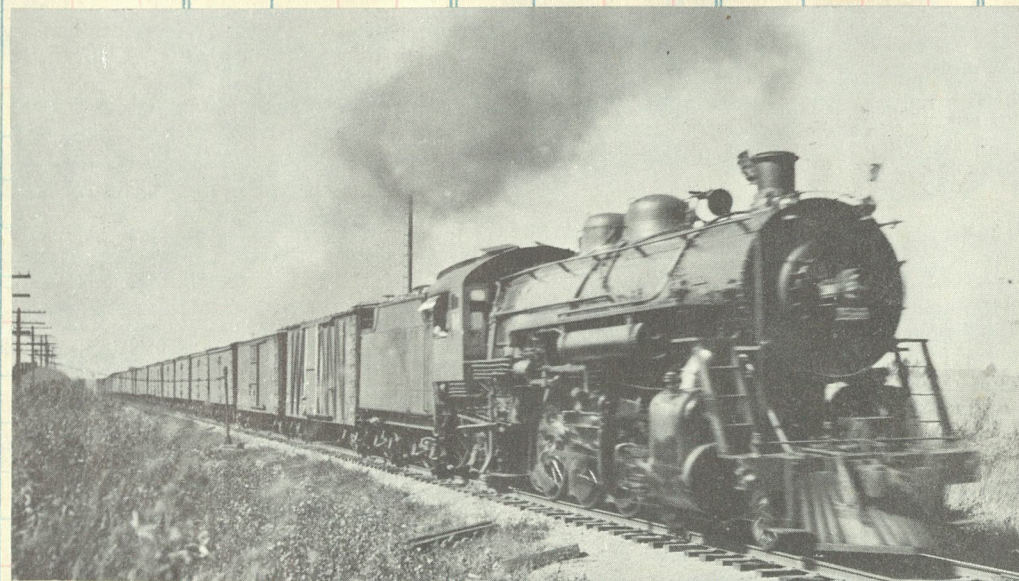
When World War II struck, Union Tank Car Company and the Office of Defense Transportation mobilized every available tank car to create a national defense fleet of more than 70,000 cars. Most operated in priority trainloads carrying the precious crude oil from gathering points in the South and Southwest to refineries and terminals on the East Coast.

An average of sixteen similar trains per day!!

 #1496 blt by Baldwin, c/n 56979, in 1923 as #2008.
 Renood 1496 in 1942 and to #1591 six years later.



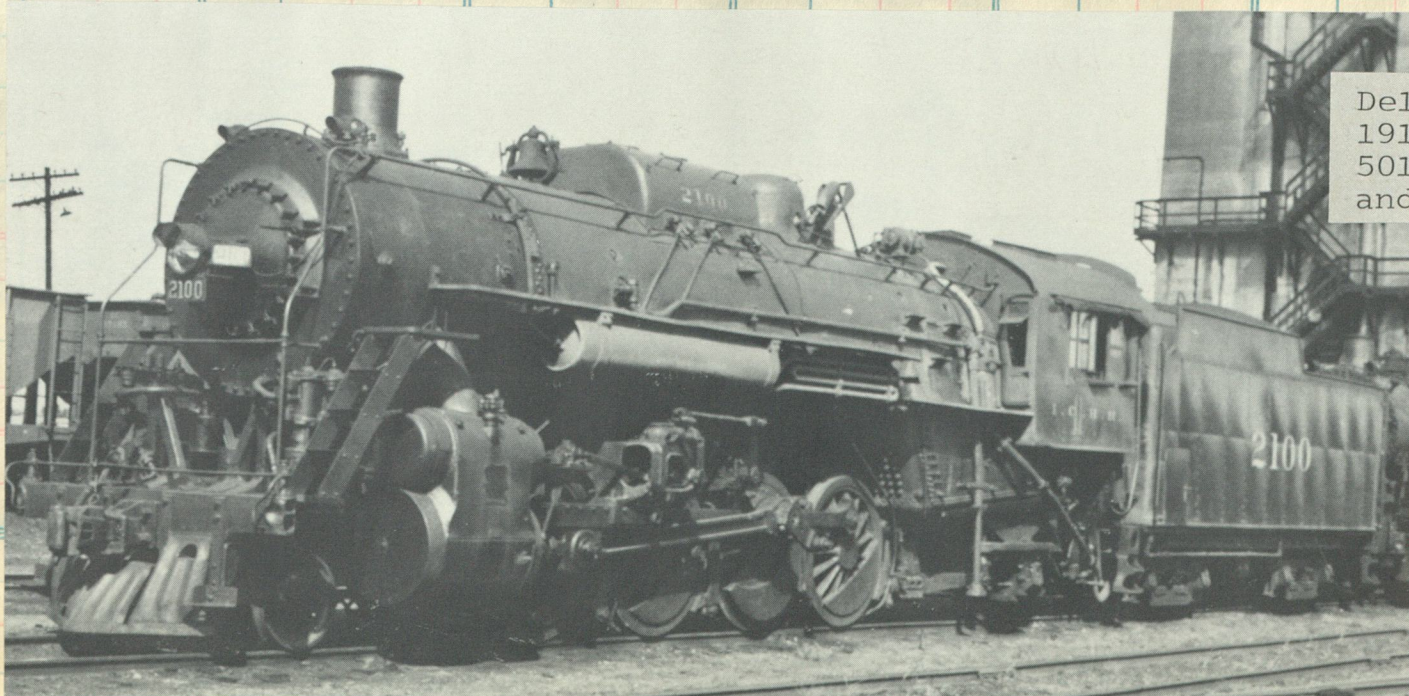
#1776 built by LIMA 1916 c/n 5186
 Reblt in 1938 and noed #1269



#1406 blt by Baldwin 1919
 as #1818, renood 1306,
 1406 c/n 51120



"Bill" Witbeck

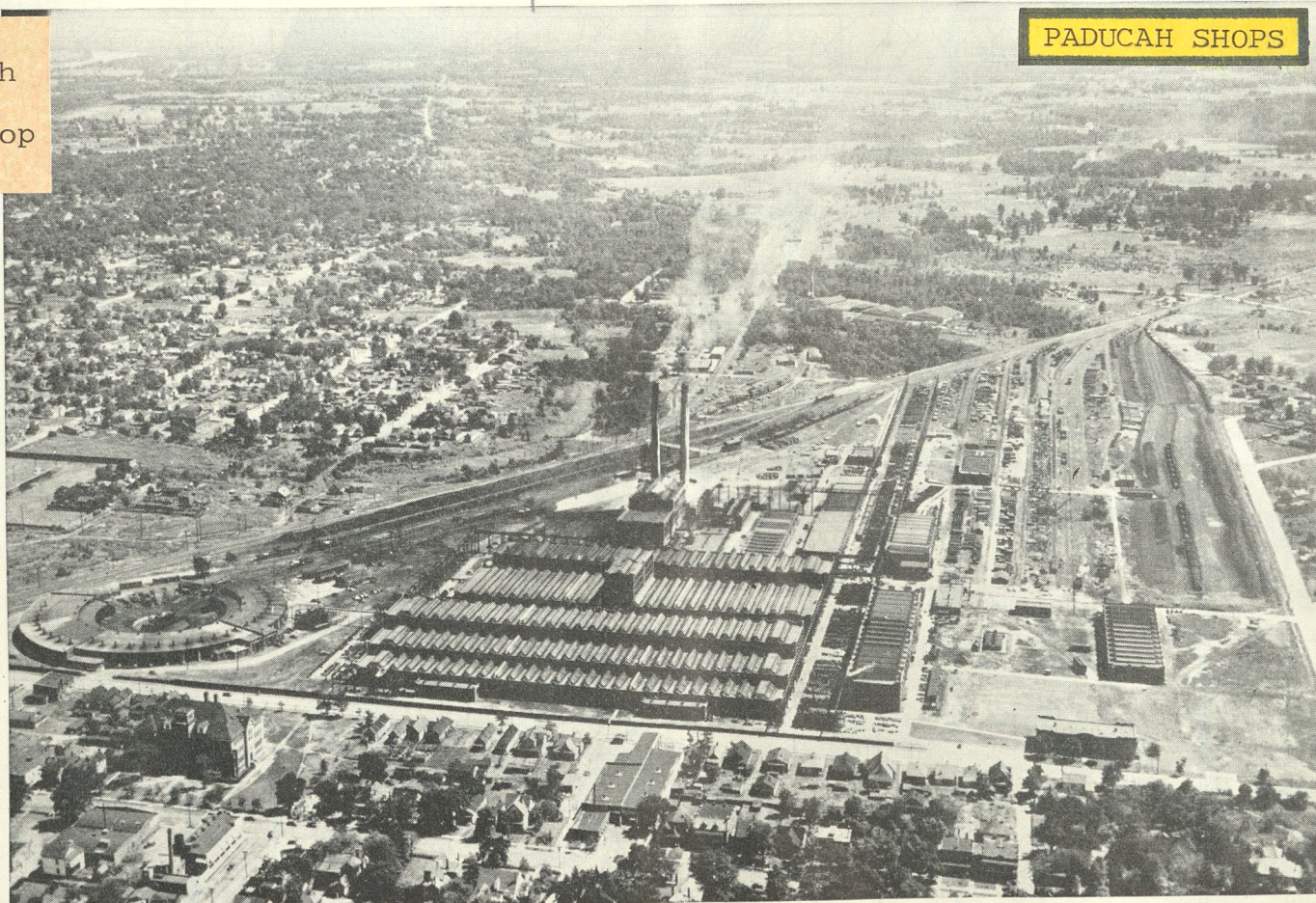


Delivered by LIMA
 1915 as #1711 c/n
 5015. Reblt 1937
 and noed 2100.

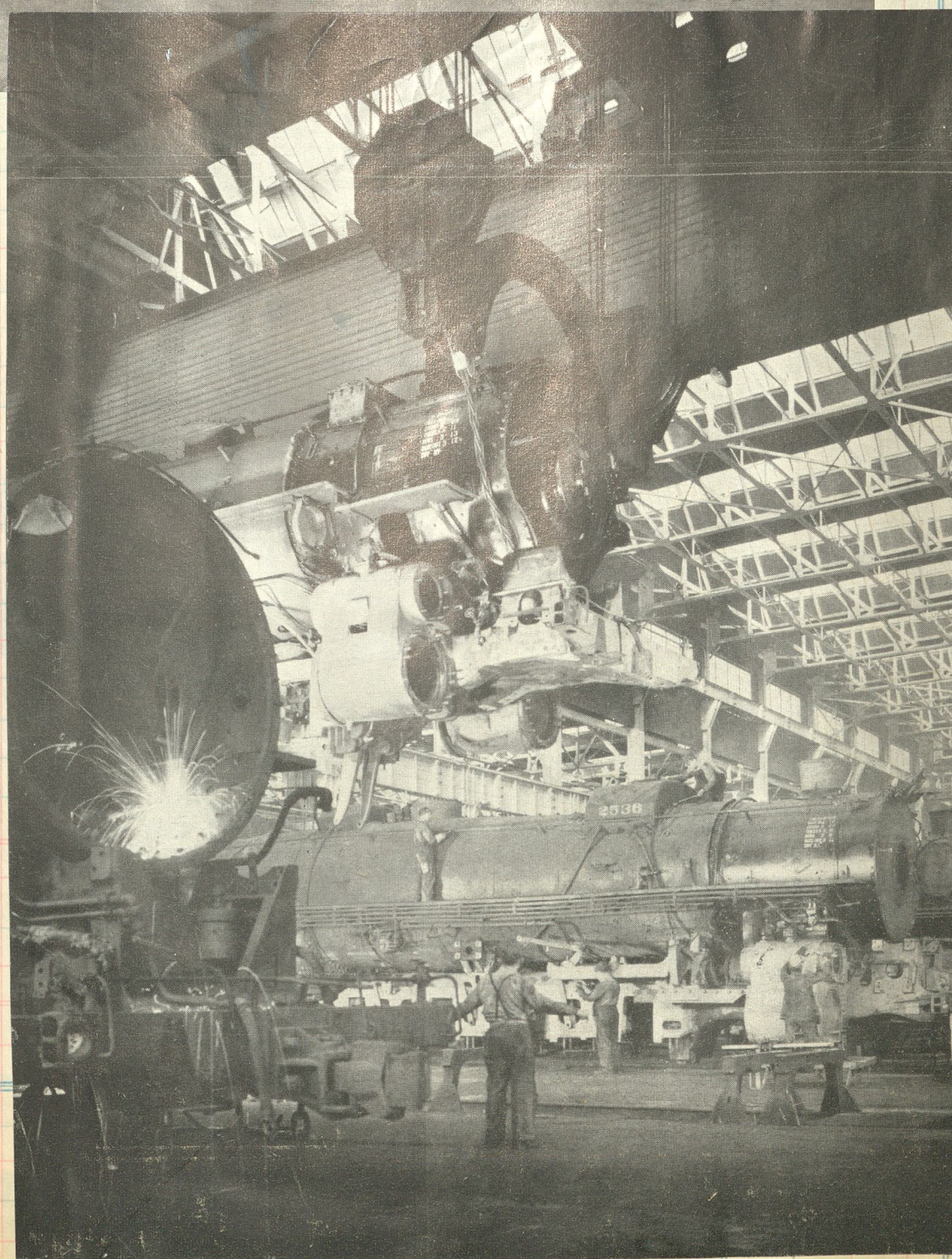
Extra 1464 commands attention as she comes screaming through Brookhaven, Miss with a 'Panama Dispatch'. The 1464 was built in 1924 by LIMA [c/n 6568] as #1976. Reblt in 1938 and noed 1464.



PADUCAH SHOPS



In 1935, Floyd Mays, General Superintendent of Motive Power instituted a broad program for the rebuilding of I. C.'s motive power. Much was due for routine shopping and over the next decade countless 4-6-2's, 2-8-2's, 4-8-2's, 2-10-2's were run through the Paducah Shops to receive various stages of rebuilding. Some was quite extensive--a 2-8-4 was made over to a 4-6-4, fifty six 2-10-2's became 4-8-2's and even twenty new 4-8-2's were constructed. It had to be one of the most ambitious rebuilding programs ever undertaken by a U. S. road.



— — — — —

SELLER
DATE
FORM DESTINATION

No. Sold Amount Clos. No. Sold Amount



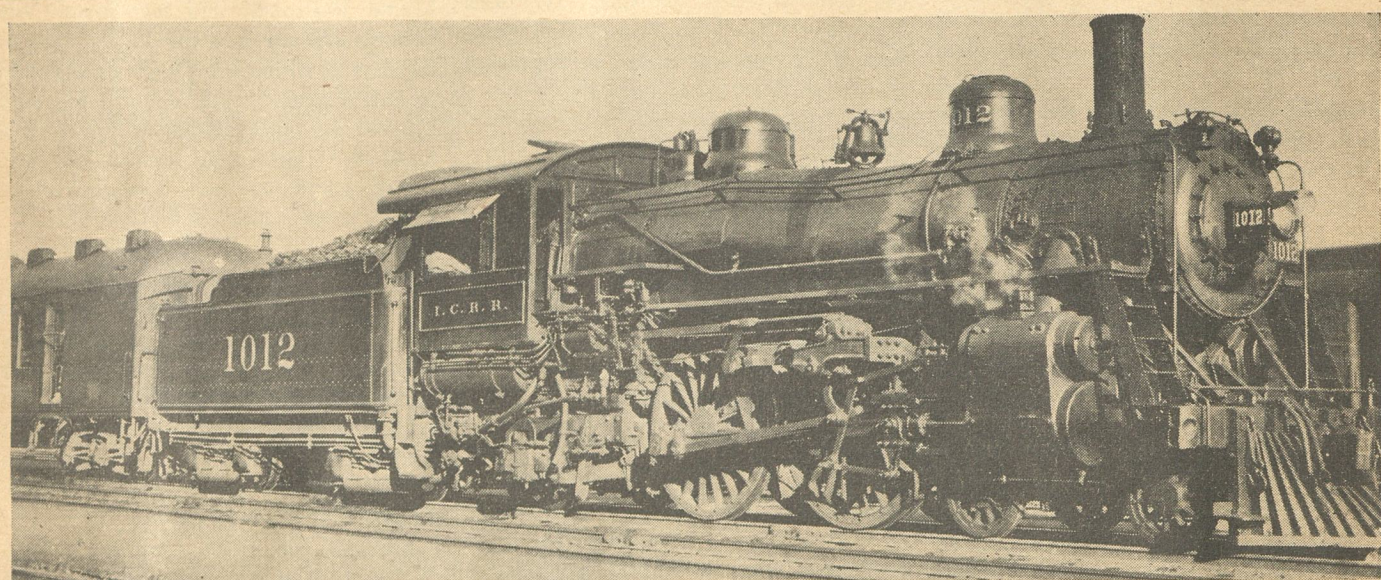
On a hot June morning in 1916 Illinois Central No. 33—an all-day local from Grenada, Miss., to New Orleans—drifts into Norfield, Miss., with a Rogers 4-4-2 leading its arch-roof equipment.

A second group of Atlantics was supplied by Rogers in 1904, fifteen engines noed 1012-1026. The 1014 had c/n 6117. Was rebuilt with 63" drivers for branch line freight service and renoed #2008.



c/n 5934

The initial set of 4-4-2's came from Rogers in 1903 noed 1002-1011.

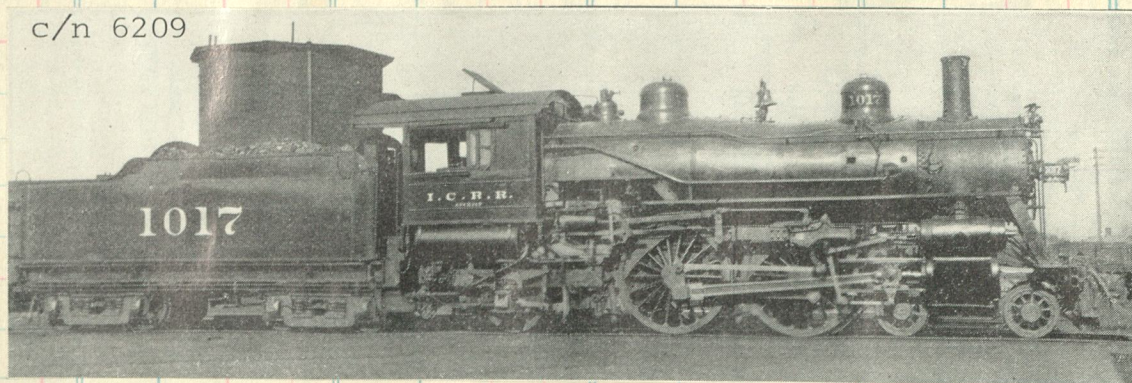


Railroad Photographs

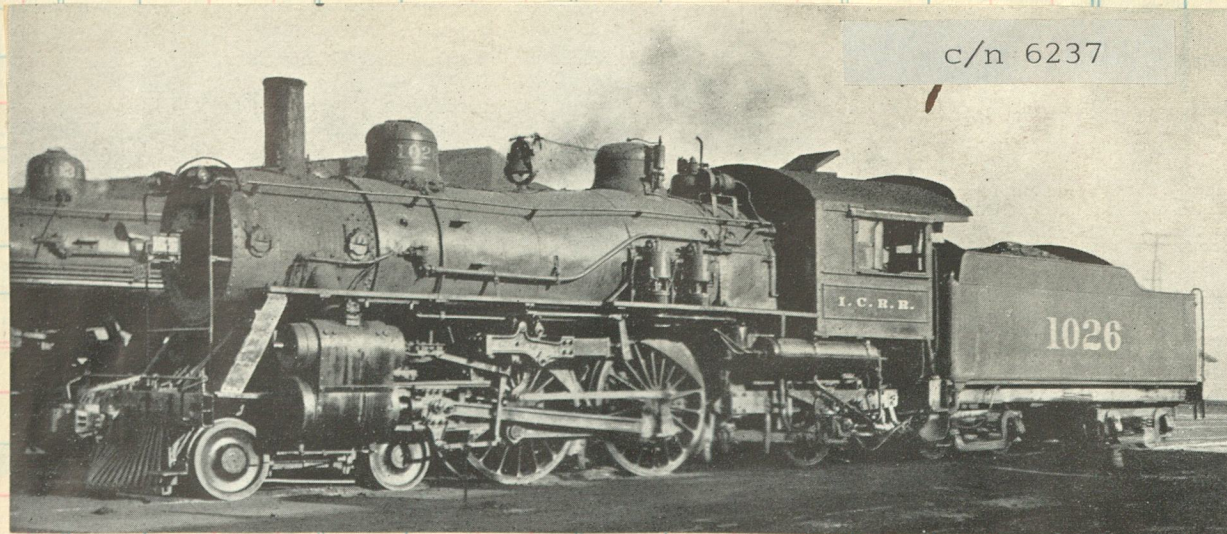
THE PEORIA MAIL OF ILLINOIS CENTRAL SYSTEM
High-speed Atlantic locomotive 1012 was ready to leave the Union Station in Peoria, Ill., for Chicago when the photograph was taken.



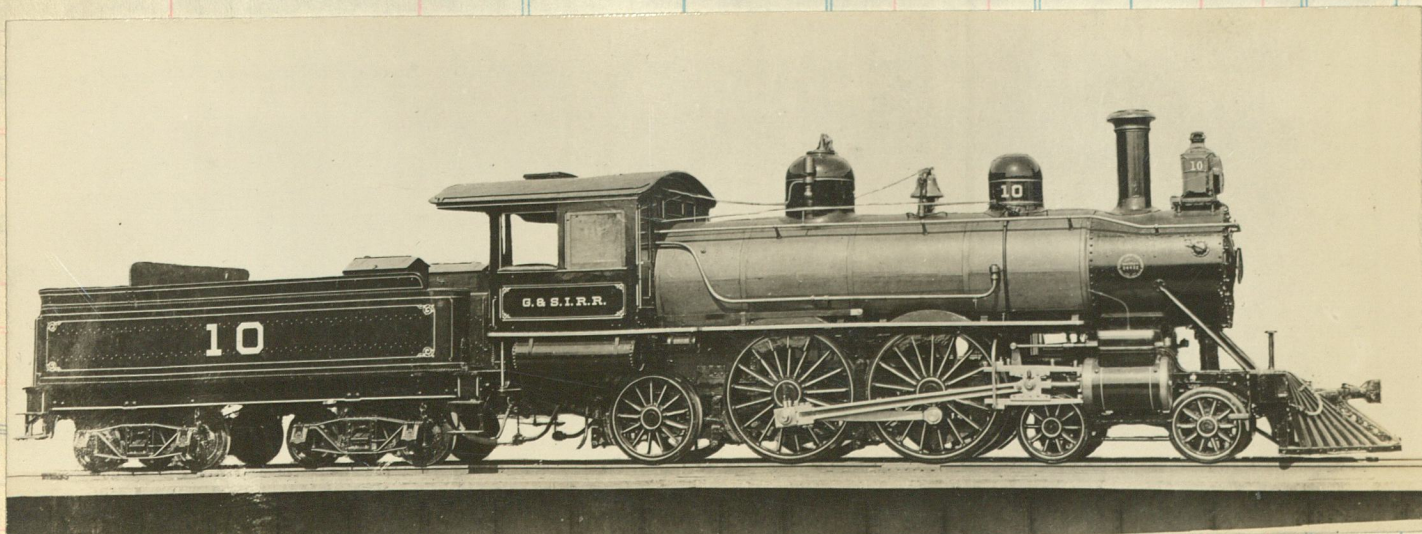
The 1011 departing Jackson with a northbound local



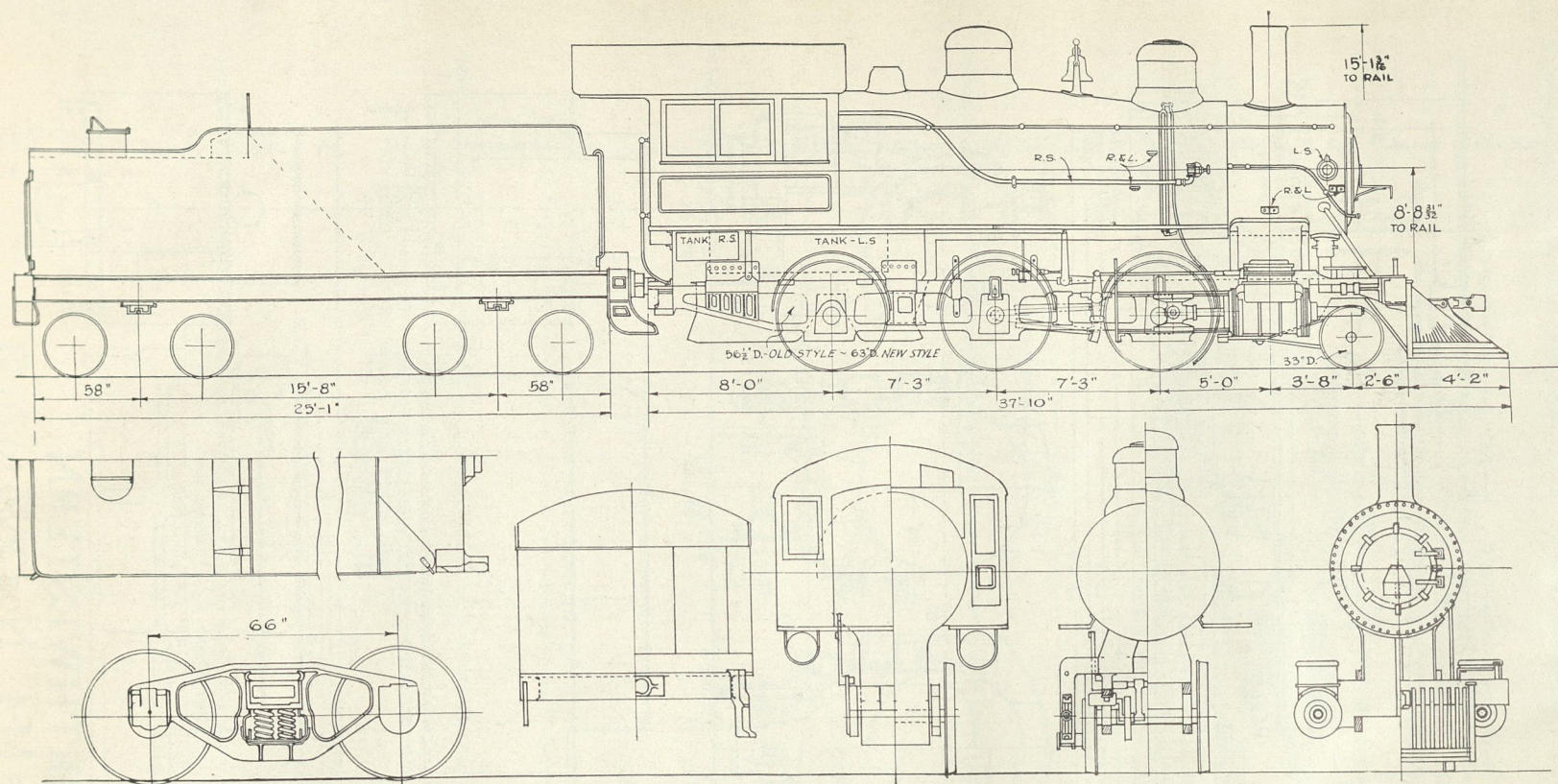
c/n 6209



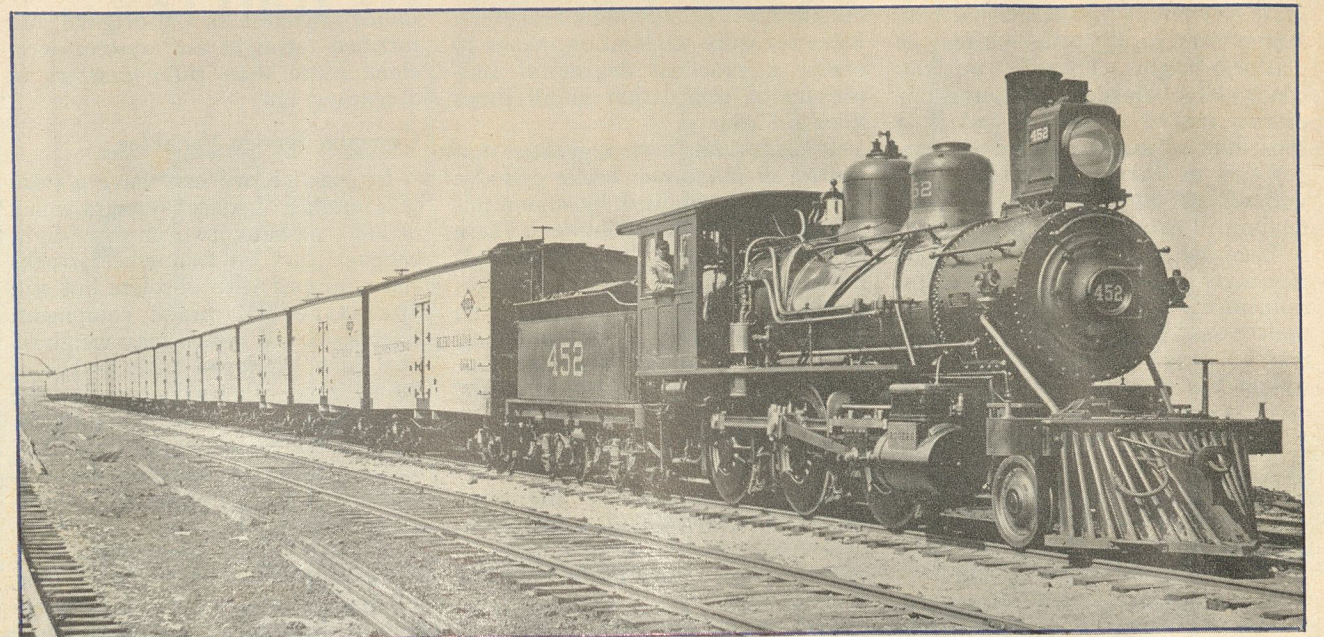
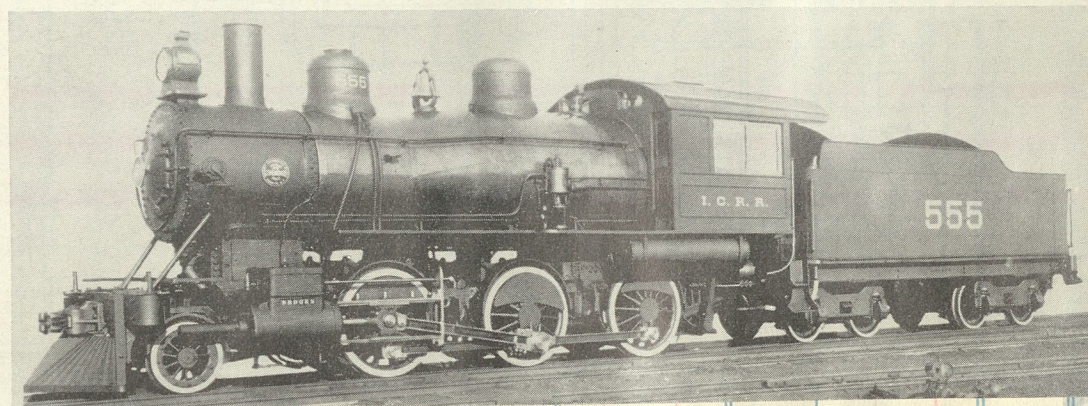
c/n 6237



The Gulf & Ship Island became part of the I. C. in 1925 but #10 never made the I.C. roster. Built by Baldwin 1904 c/n 24432
Total Accounted for



ILLINOIS CENTRAL 2-6-0
Mogul type Class 541 plans. Date built, about 1893.
Photo and specifications courtesy Illinois Central RR.
Scale: $\frac{1}{8}" = 1'-0"$.
Except truck which is $\frac{1}{4}" = 1'-0"$.
553-563 Brooks 1900
c/n 3692

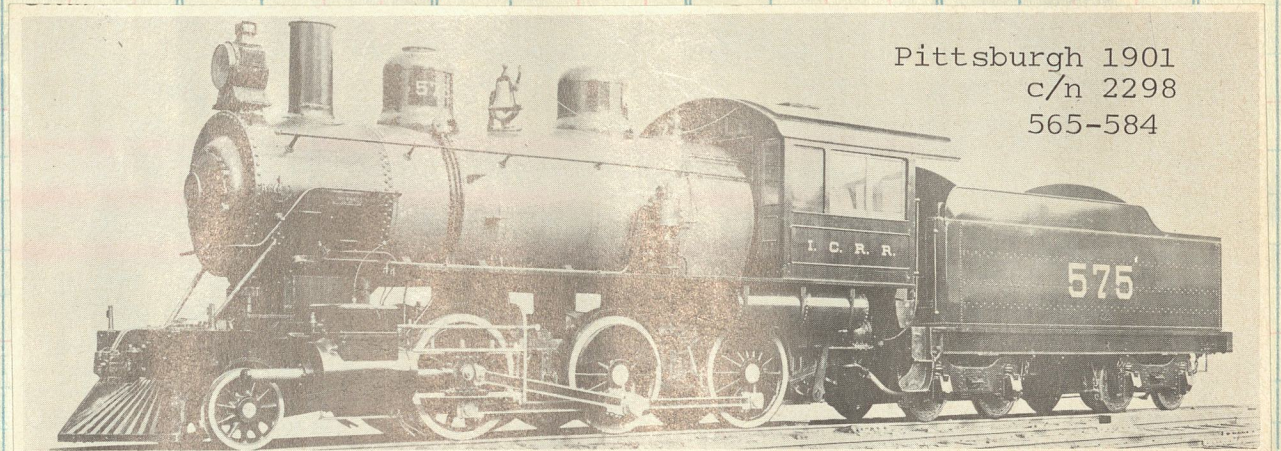


AN ILLINOIS CENTRAL REFRIGERATOR TRAIN OF THE 1890s

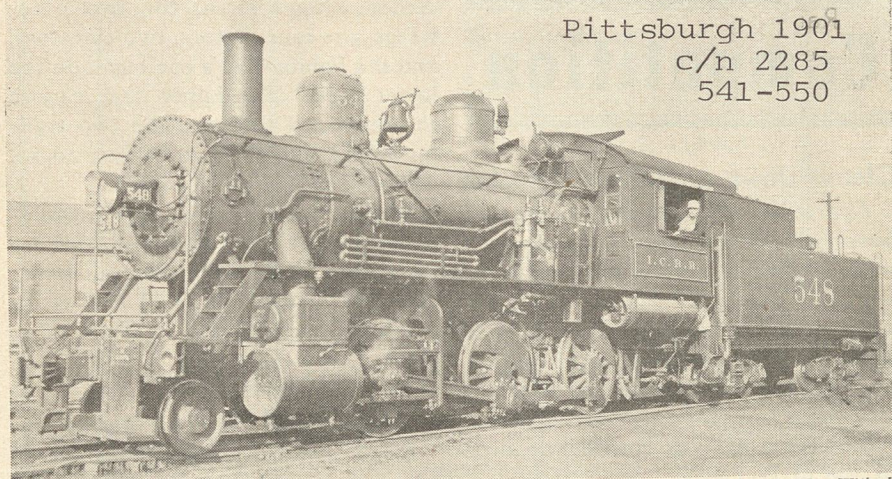
451-460

c/n 5011

Rogers 1894

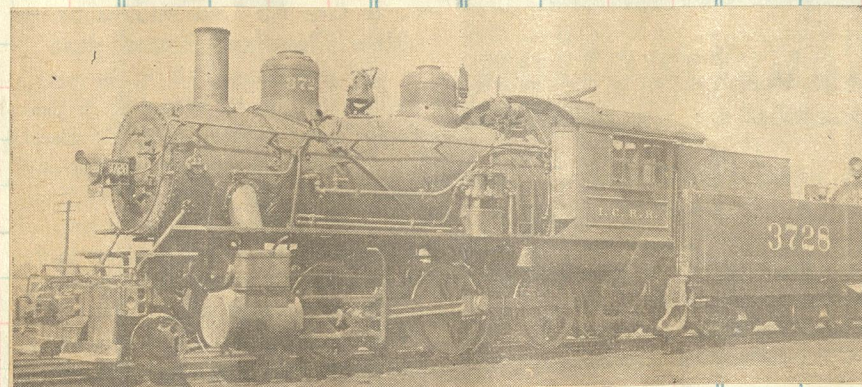


Pittsburgh 1901
c/n 2298
565-584

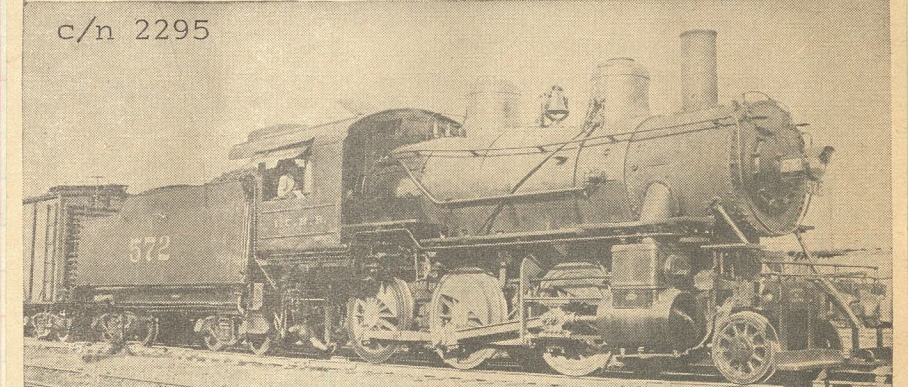


Pittsburgh 1901
c/n 2285
541-550

ILLINOIS CENTRAL ENGINE 548 SWITCHING AT NEW ORLEANS, LA.
C. Wm. Witbeck



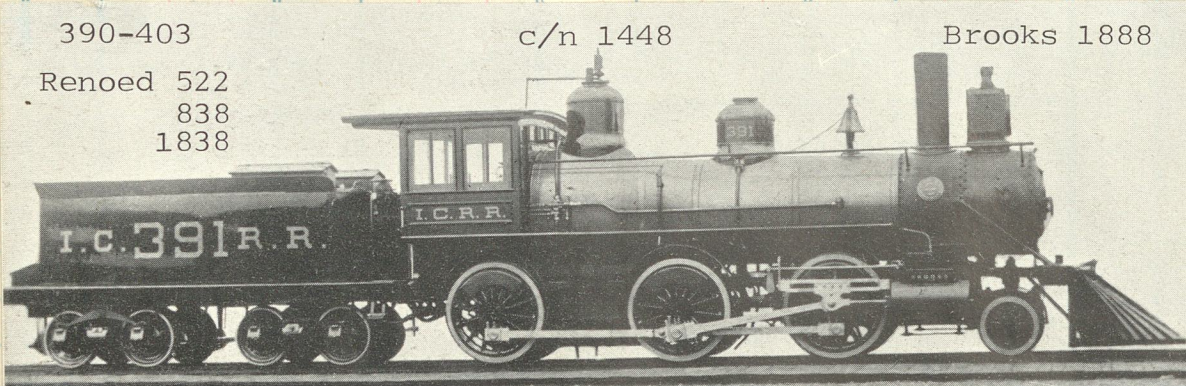
Previous #569 c/n 2292



c/n 2295

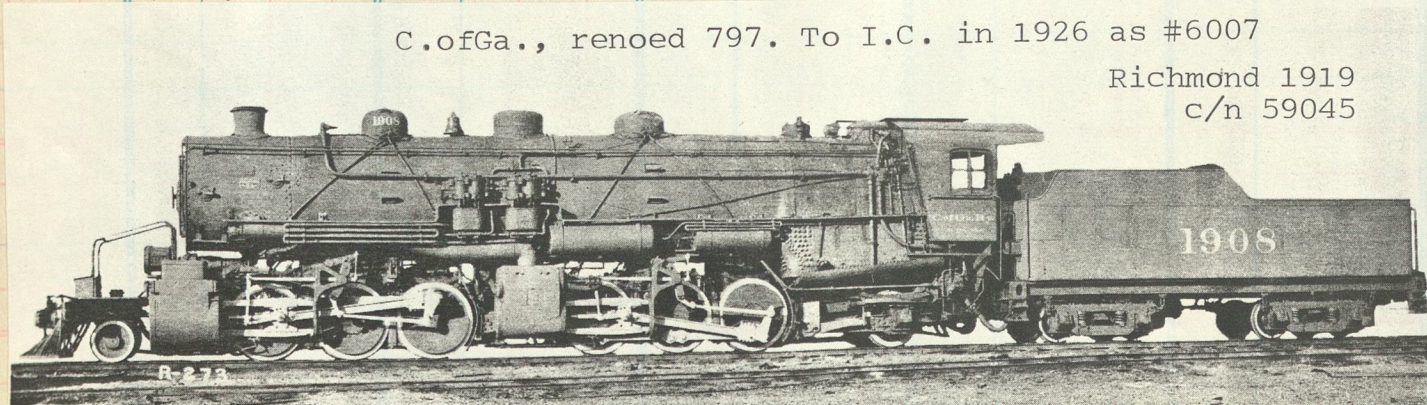
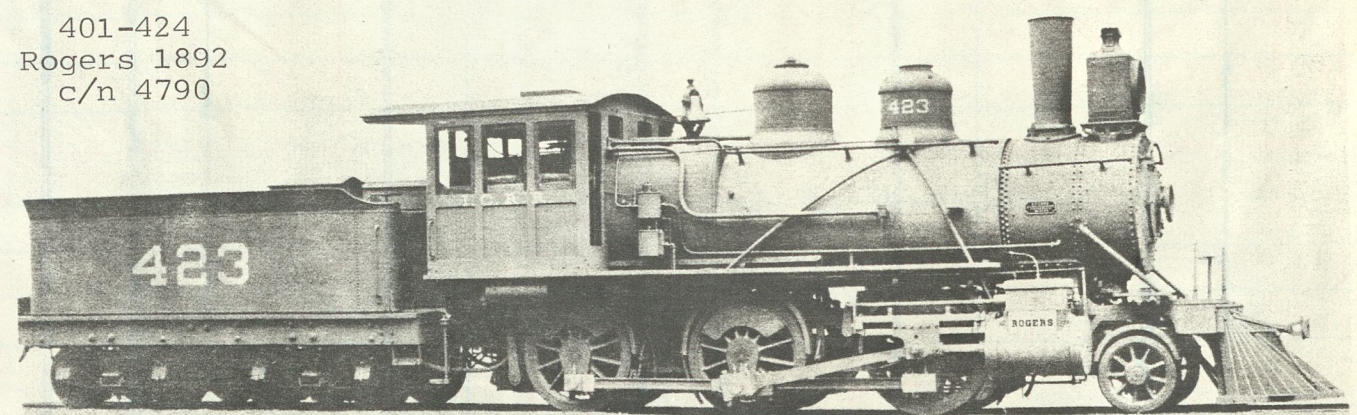
ILLINOIS CENTRAL'S ENGINE 572 AT JACKSON, MISS.
This engine in yard service was later rebuilt to 3713

C. Wm. Witbeck

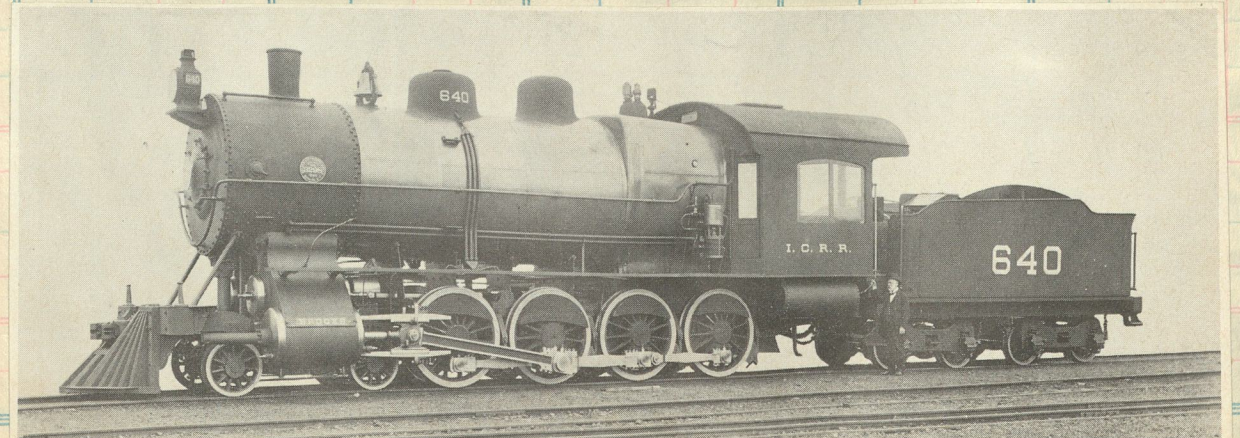


390-403
Renoed 522
838
1838
c/n 1448
Brooks 1888

401-424
Rogers 1892
c/n 4790



C.ofGa., renoed 797. To I.C. in 1926 as #6007
Richmond 1919
c/n 59045



Apparently this big 4-8-0 did not impress the I.C. as it was the only one they ever owned. Built by Brooks in 1899 c/n 3298. Later to the P. & P.U. #42.



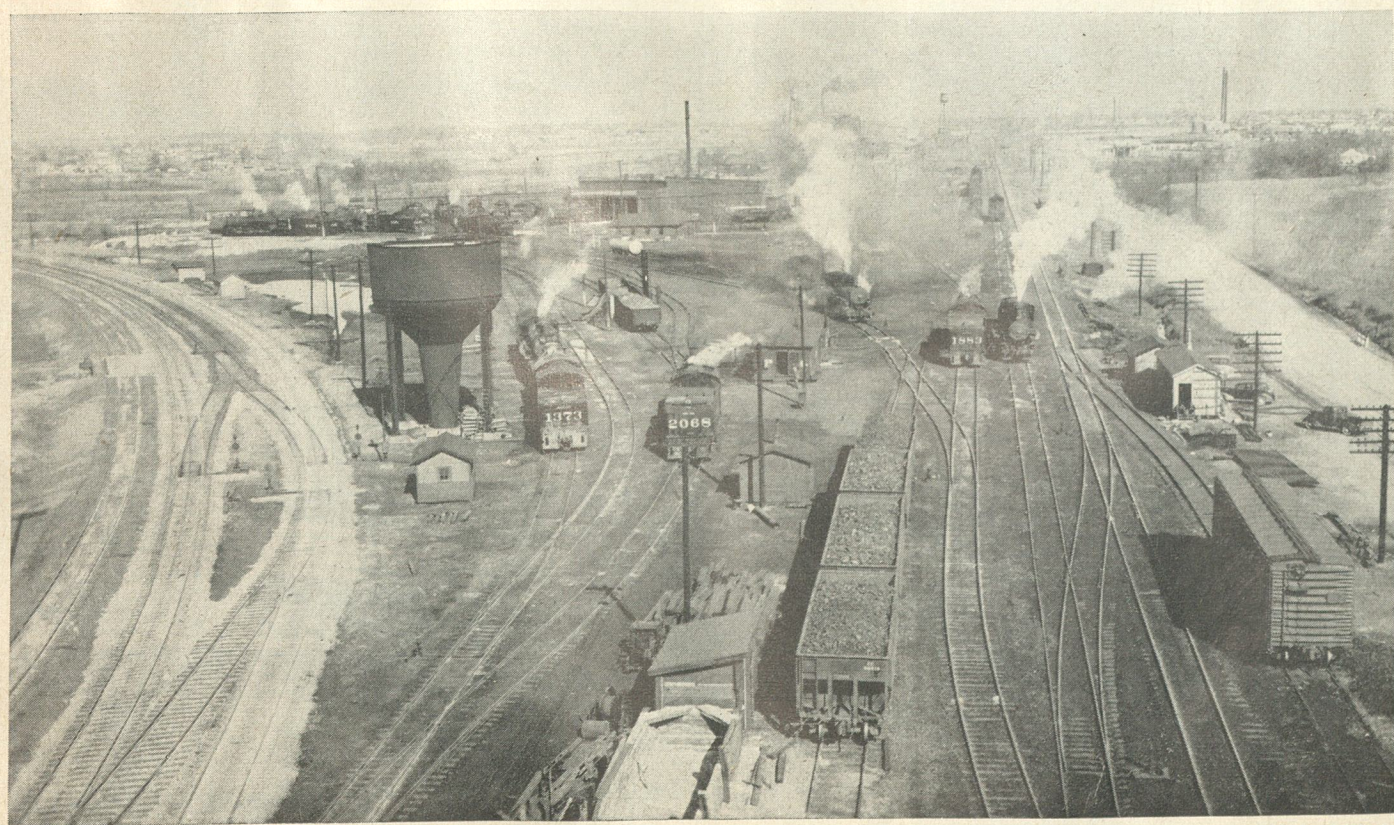
ROCKFORD, ILLINOIS

Illinois Central



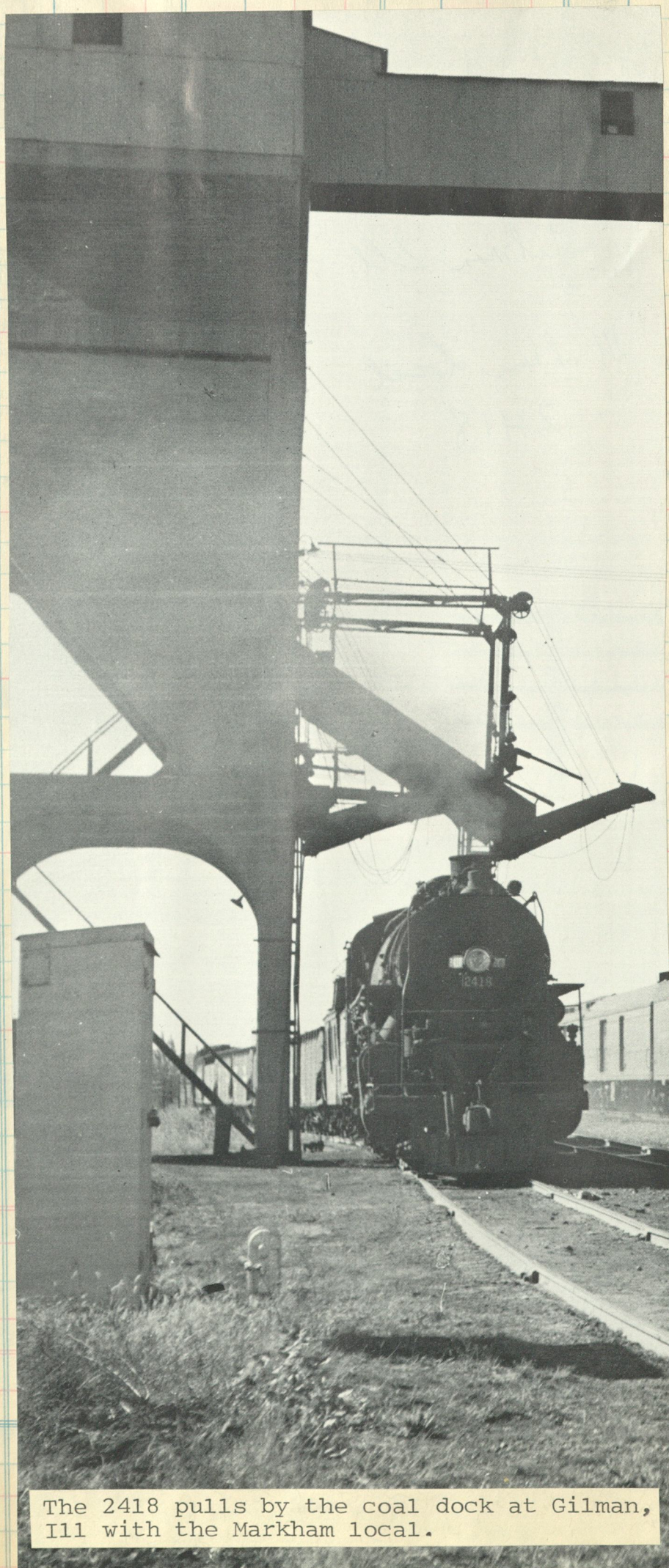
Illinois Central Water Station at Roseland, La., Securing Supply from an Artesian Well

OKM



The Illinois Central's engine terminal at North Jackson, Miss., sits in the crotch formed by the junction of two routes to Memphis, Tenn. Engines 1373 and 1883 are 2-8-2's, and the 2068 is a 4-6-2. The line at left goes to Memphis via Yazoo City; the other goes via Grenada.

C. W. Withack



The 2418 pulls by the coal dock at Gilman, Ill with the Markham local.

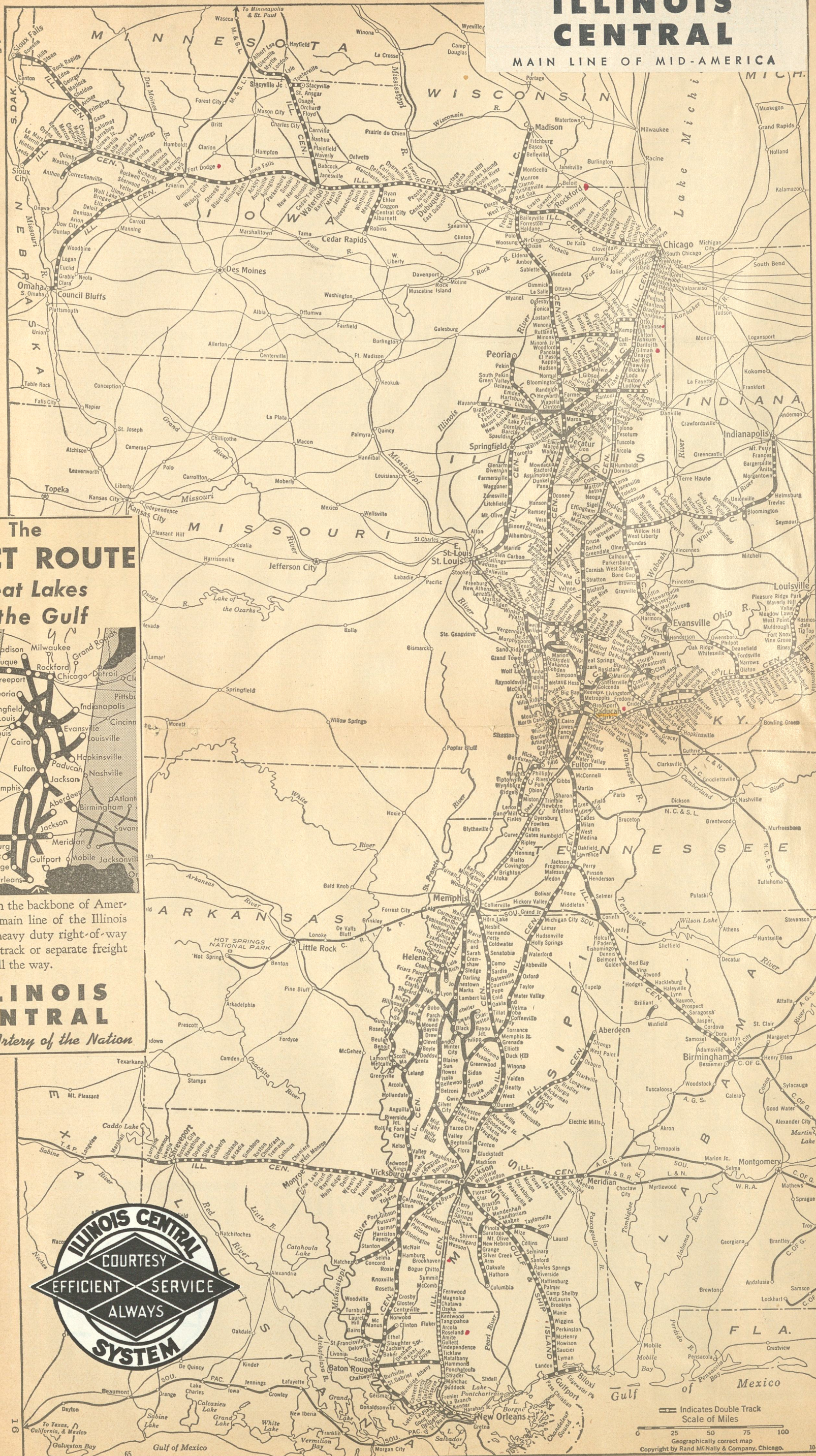
Clos. No. Sol

No.

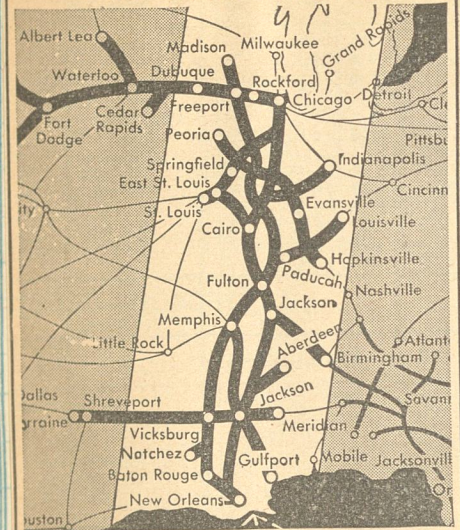
Amount

ILLINOIS CENTRAL

MAIN LINE OF MID-AMERICA



The DIRECT ROUTE Great Lakes to the Gulf



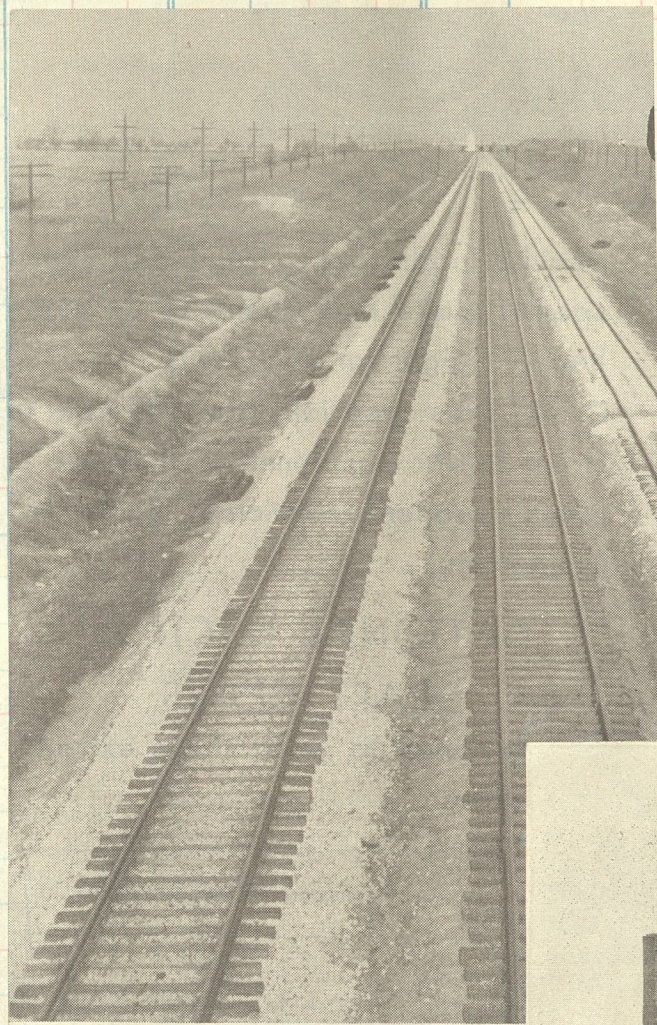
Straight down the backbone of America runs the main line of the Illinois Central... heavy duty right-of-way with double track or separate freight line service all the way.

ILLINOIS CENTRAL

Central Artery of the Nation



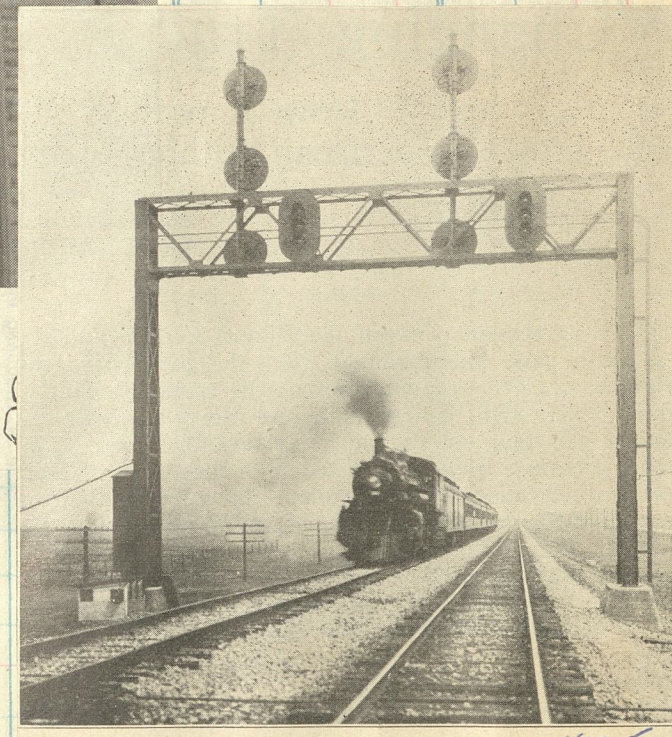
Ft Dodge, Iowa



CHICAGO
ST. LOUIS
LOUISVILLE
MEMPHIS
NEW ORLEANS

RMC Plastic protects the rail joints on 13 1/2 miles of the new 20 mile Illinois Central Test Section.

ILLINOIS CENTRAL RAILROAD



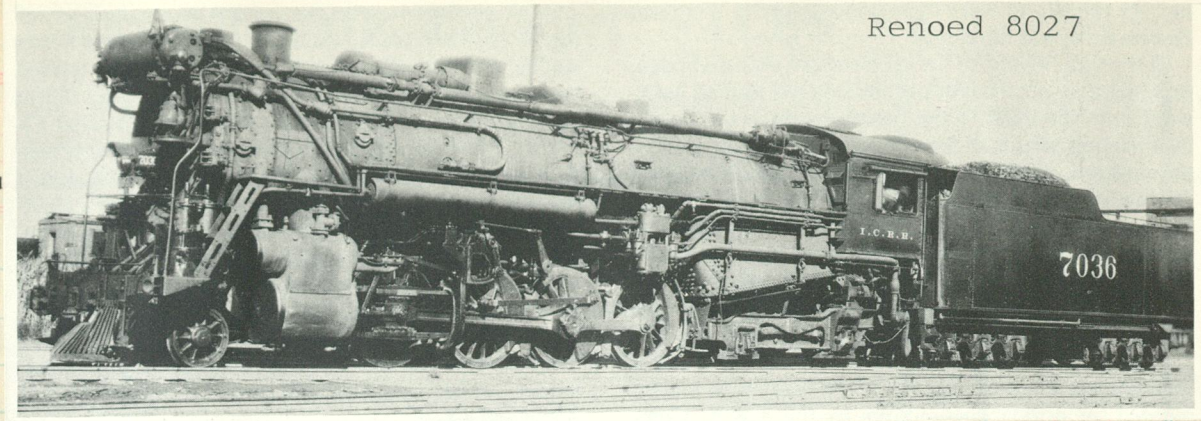
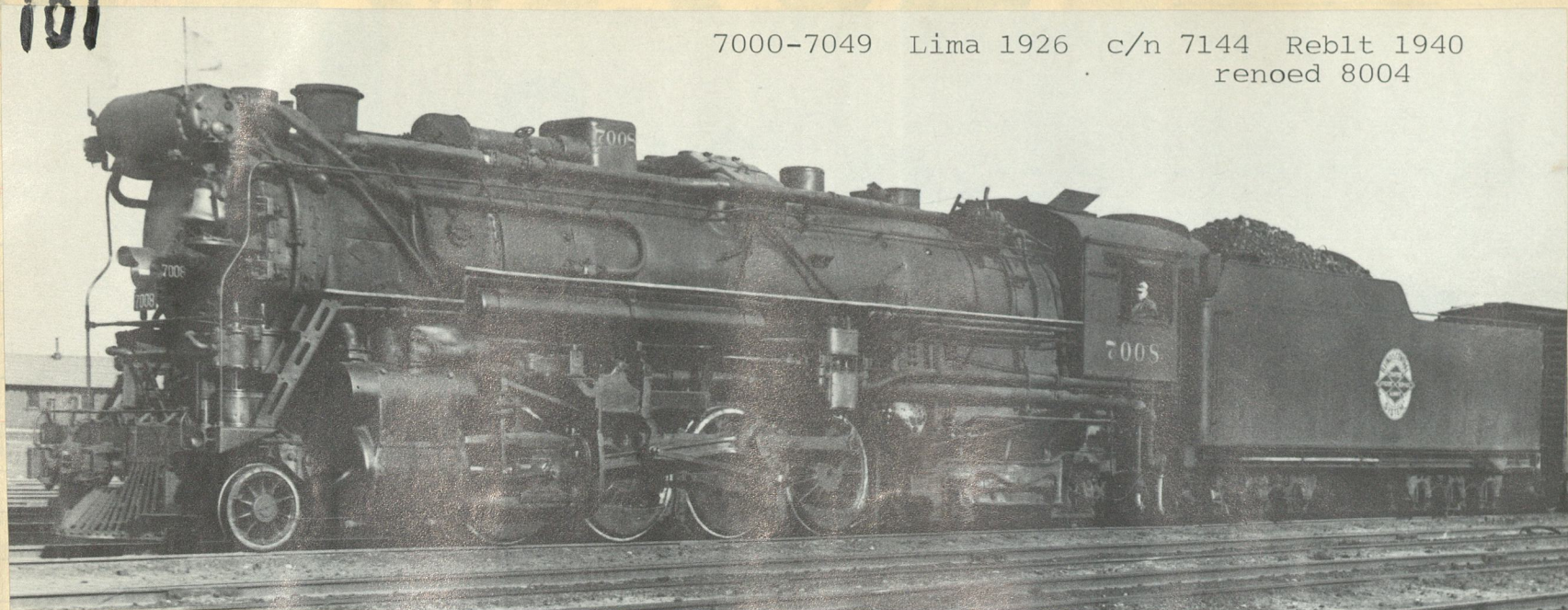
On the Main Line. 1925



Morning at Mattoon, Ill., finds these two Illinois Central painters getting their motor car started; it will take them down the line to a bridge or depot which needs paint protection.

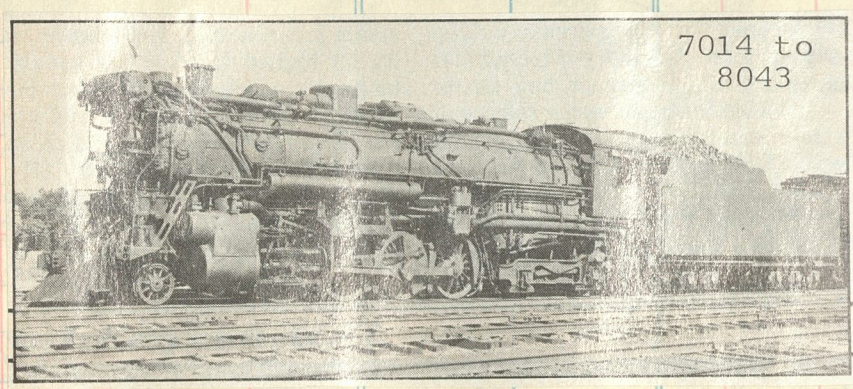
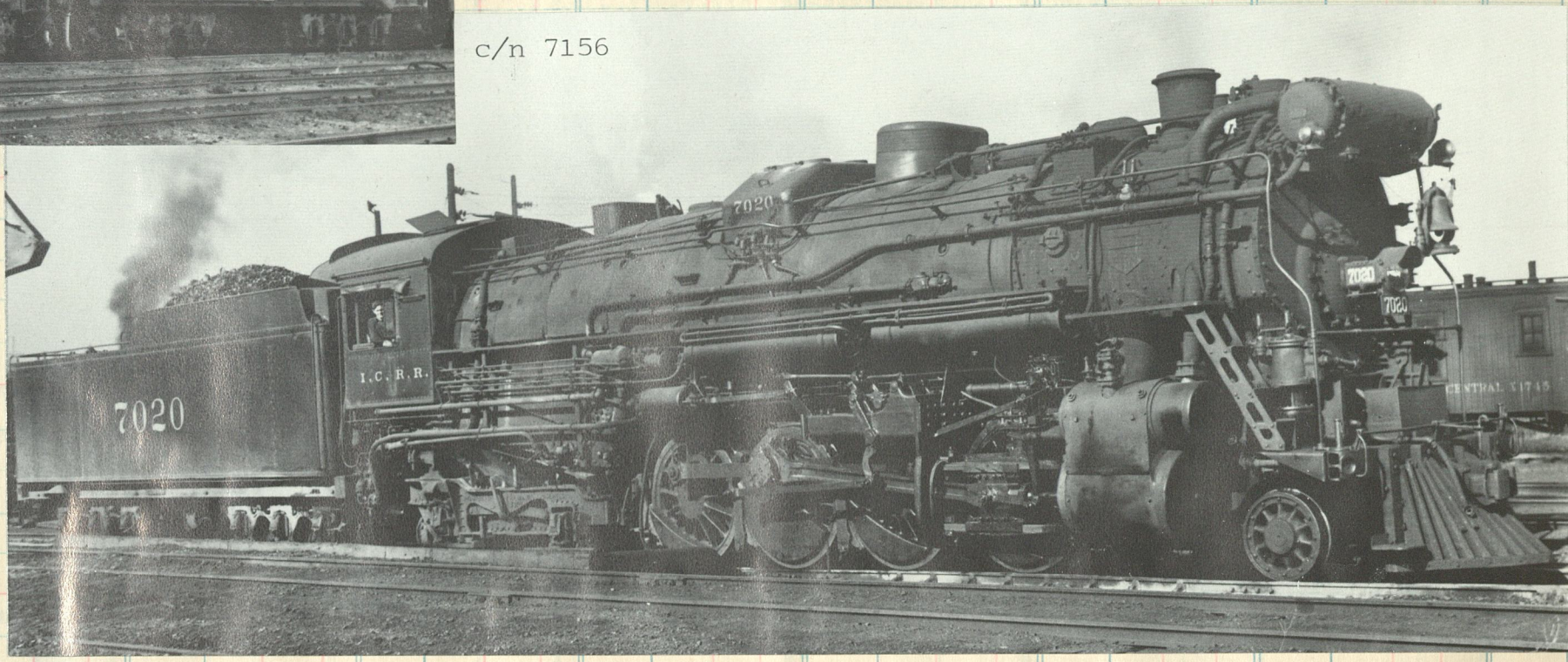
101

7000-7049 Lima 1926 c/n 7144 Reblt 1940
renoed 8004



Renoed 8027

c/n 7156

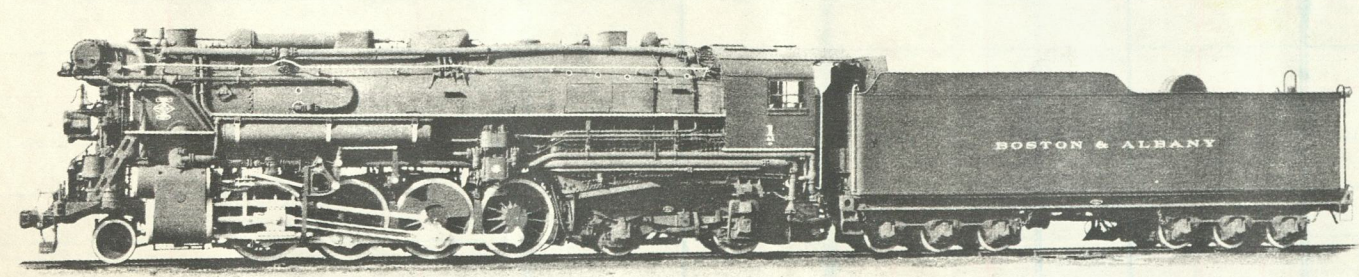
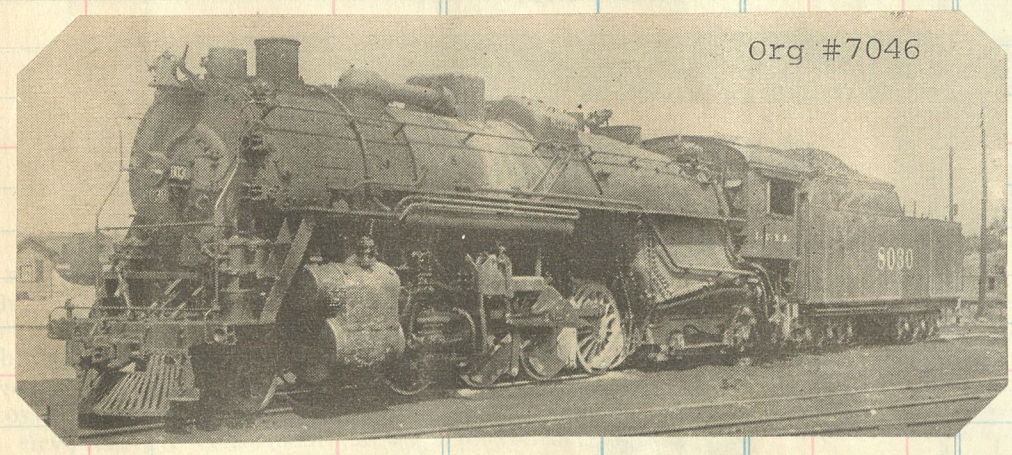


7014 to
8043

Renoed 8024

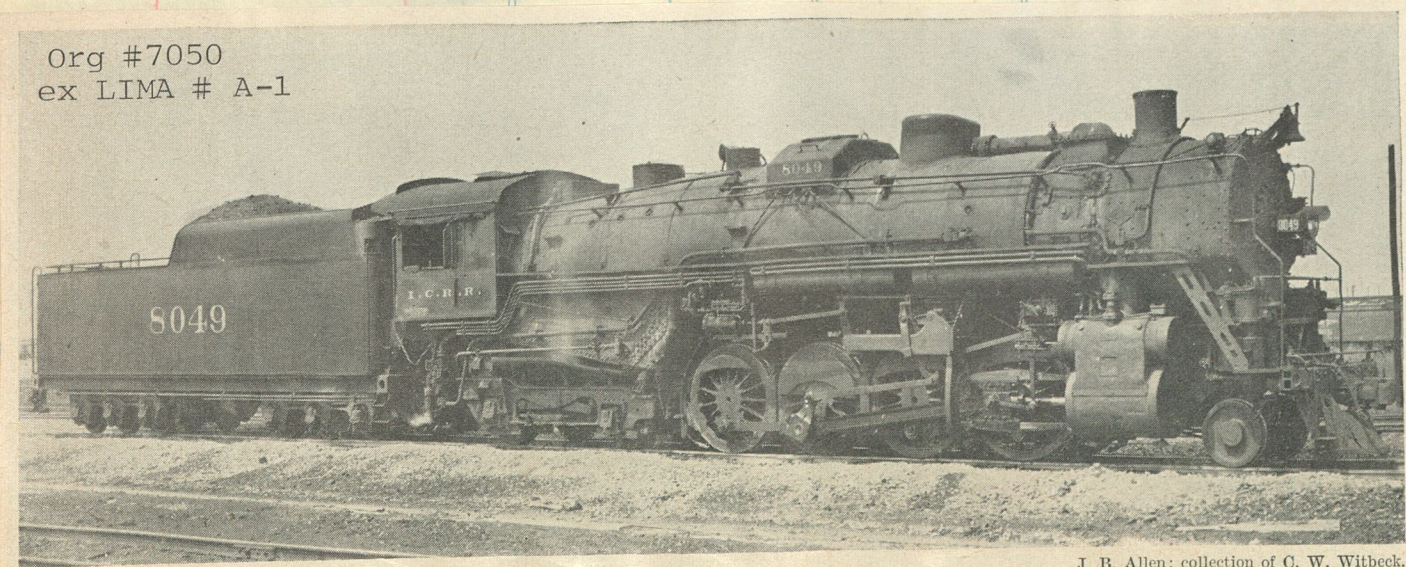


Org #7046



The first 2-8-4. LIMA's highly successful demonstrator, #A-1, was constructed in February 1925, c/n 6883. The I.C. noted the merits of this new power and was the second road [the B&A had ordered 25] to place an order with LIMA for fifty similiar engines that were delivered in Fall of 1926. The A-1 was purchased by the I.C. and numbered 7050. In Dec 1941 was rebld and renoed 8049. Retired 1954.

Org #7050
ex LIMA # A-1



J. B. Allen: collection of O. W. Witbeck.

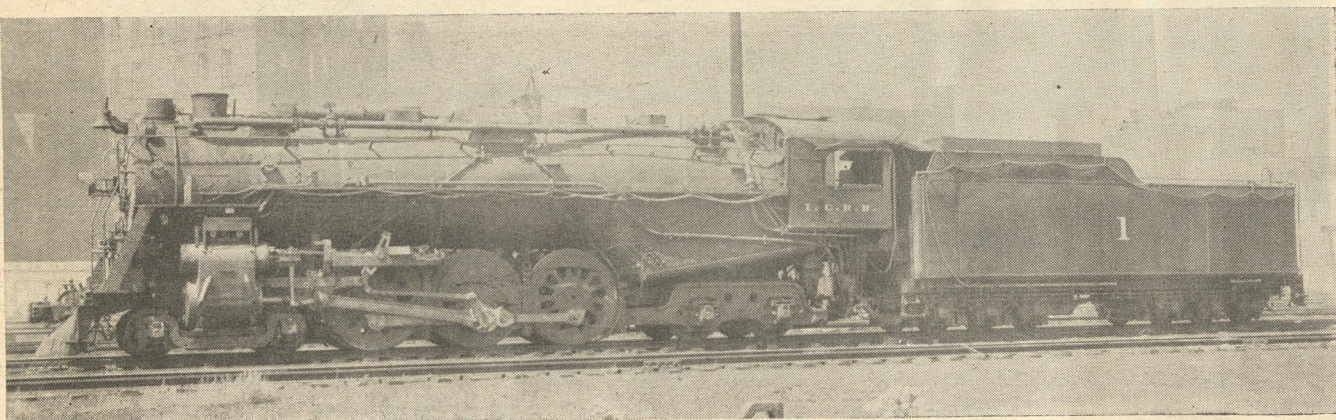


On April 16, 1952, rebuilt 2-8-4 8017 rumbles across the IC's high wooden trestle at Stonefort, Ill. above New York Central trackage as she makes time with southbound freight PD-1 down the Edgewood Cutoff. Org #7010 rebldt Sept 1940 c/n 7146

Clos. No. Sold Amount Clos. No. Sold Amount



The I.C.'s only Hudson type with Trn #31 near Matteson, Ill.



CHANGED FROM LIMA TYPE TO HUDSON TYPE

Originally this was locomotive 7038, Lima 2-8-4 type, of the Illinois Central. Boiler, cab and tender were used for rebuilding locomotive as No. 1, a Hudson 4-6-4 type. Cylinders 27 by 30 inches, driving wheels 73 1/2 inches, steam pressure 265 pounds, tractive effort 67,023 pounds.

The plan was to construct several similiar engines for use in f-a-s-t freight service.



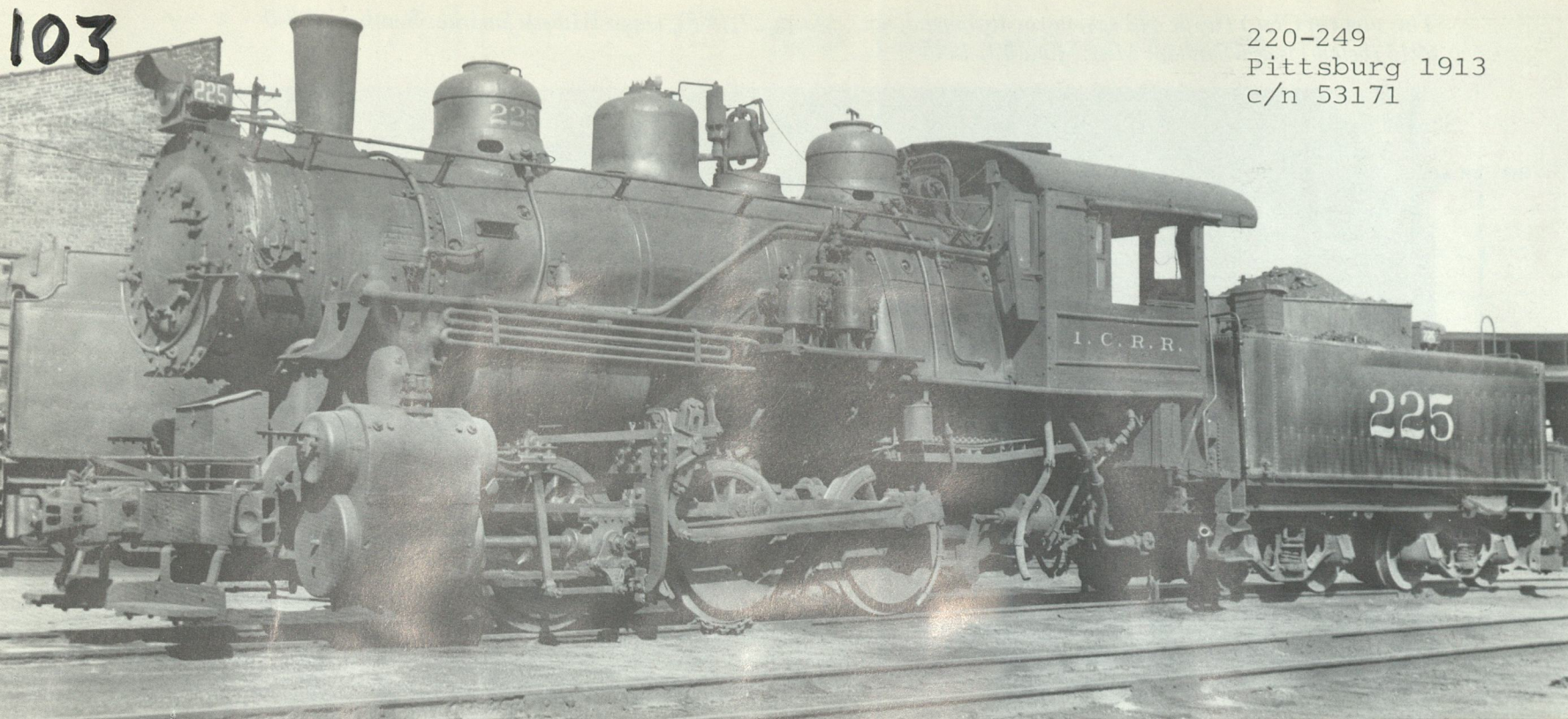
ts. (Eureka 4423)
d in U. S. A.

CUT HERE
To Make
Short Sheet

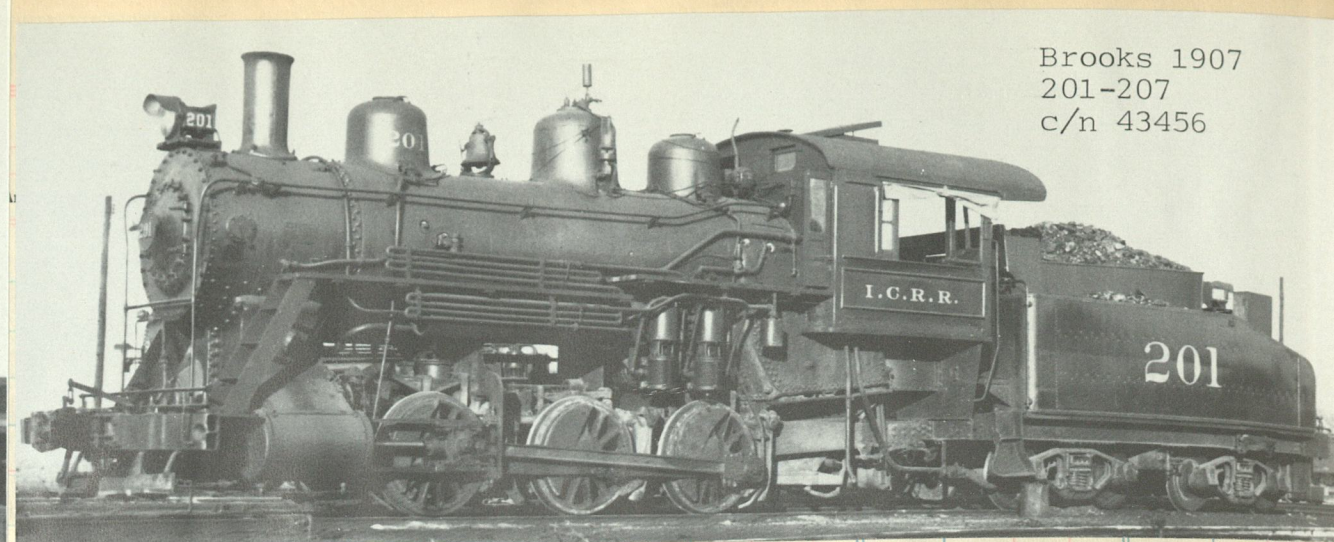
102

nt Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

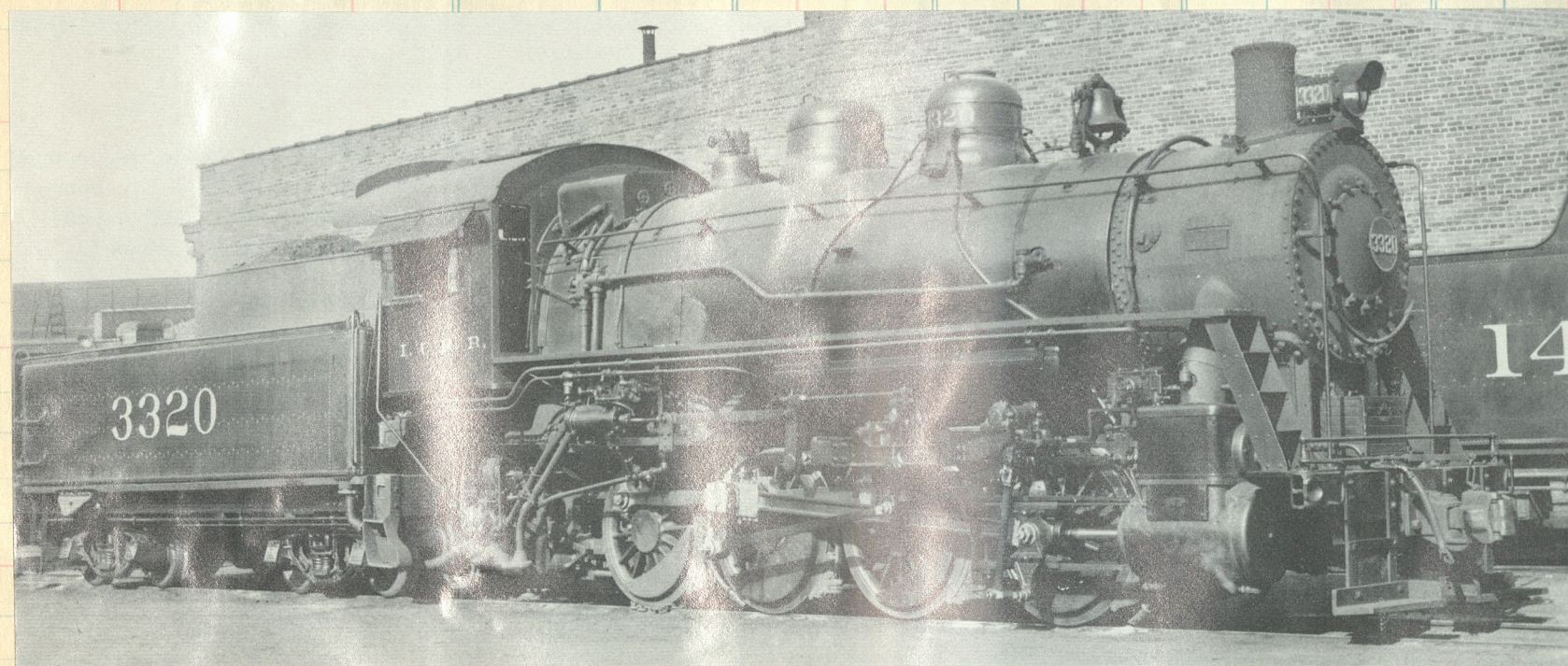
103



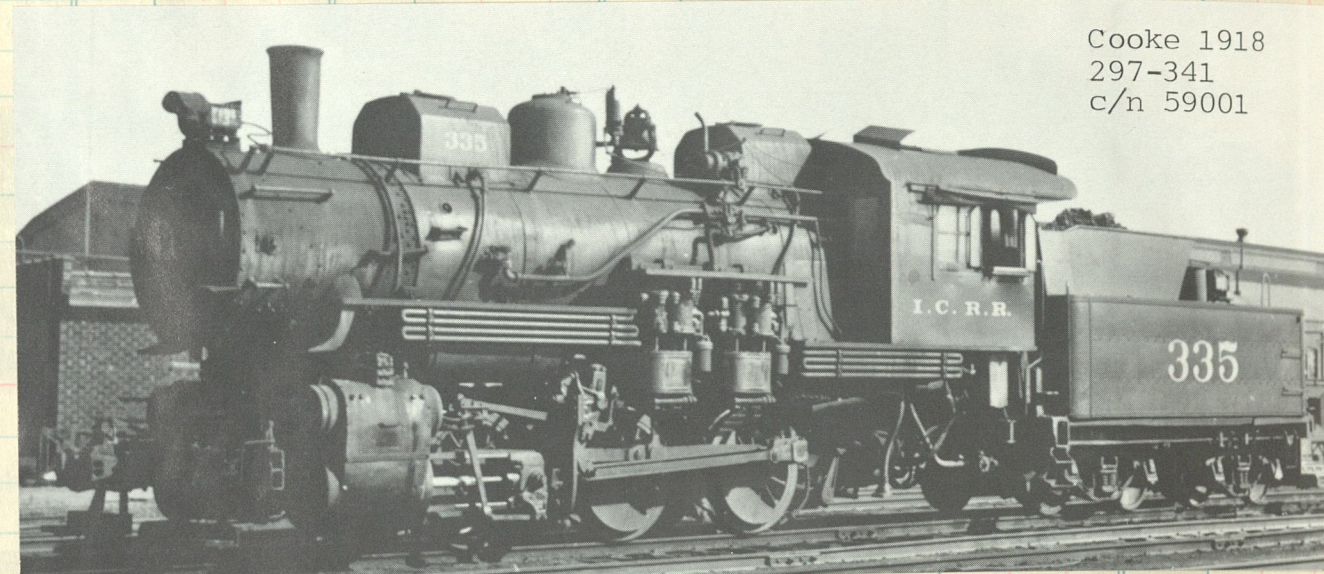
220-249
Pittsburg 1913
c/n 53171



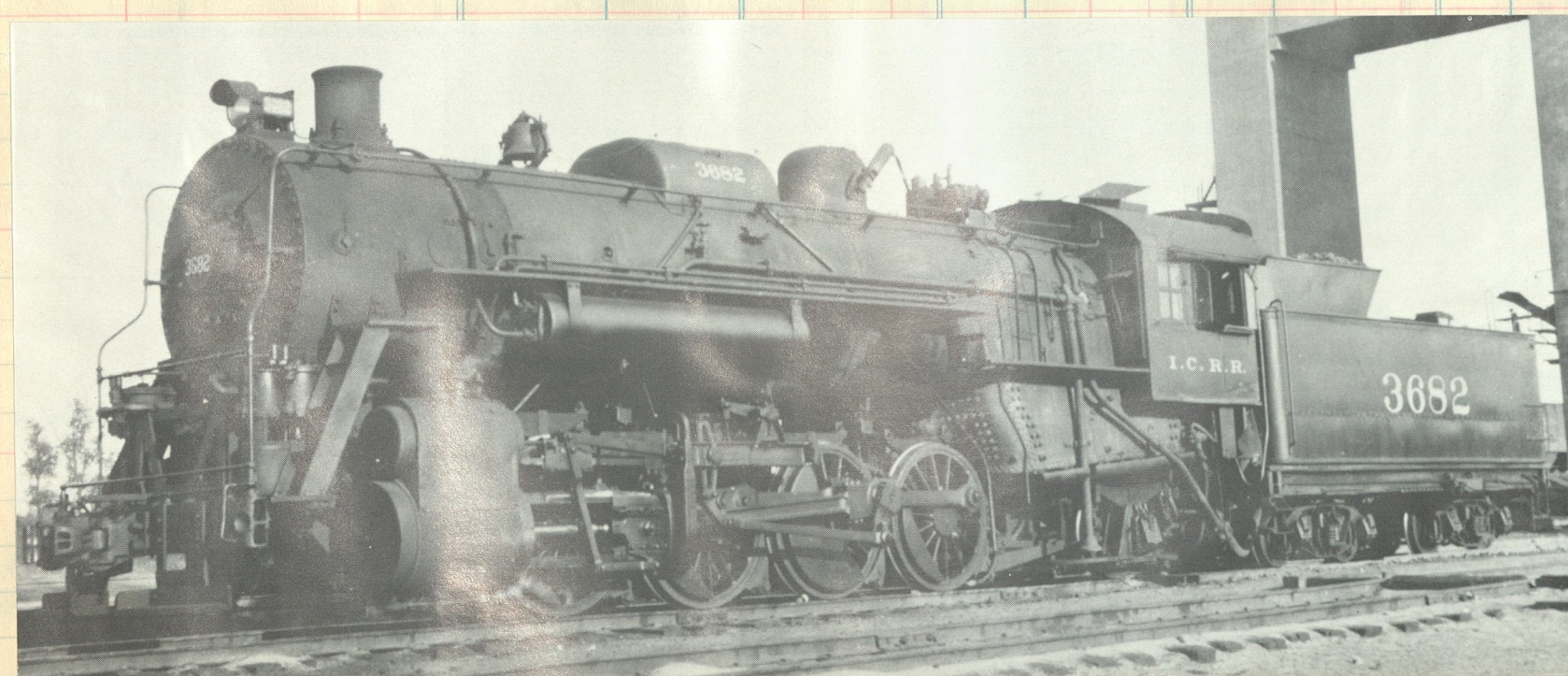
Brooks 1907
201-207
c/n 43456



The 3320 was delivered by Rogers in 1903 [c/n 5981] as a 2-8-0 # 712 Rebuilt at Paducah in 1942 and noed 3320.



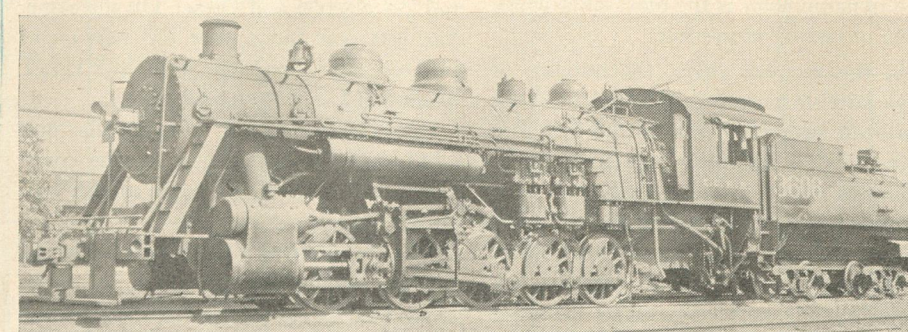
Cooke 1918
297-341
c/n 59001



Former 1608, Baldwin 1911 c/n 36643, went into Paducah in 1942 and emerged as an 0-8-2 noed 3682



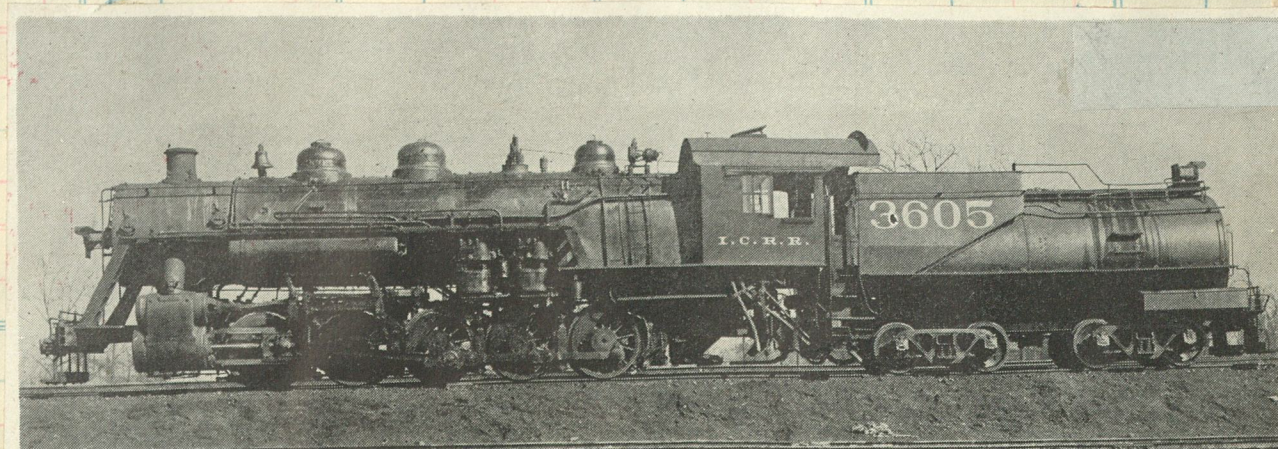
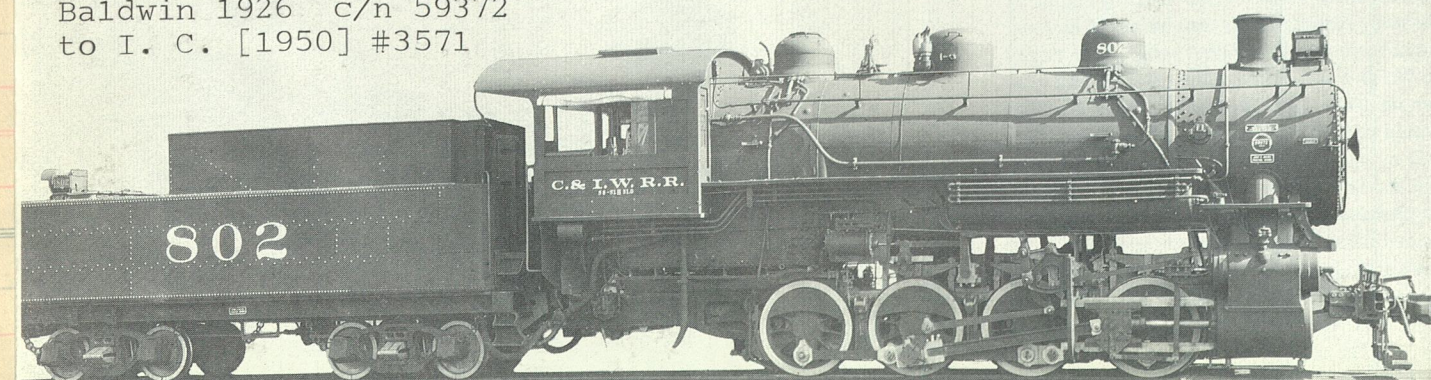
Blt as 2nd #431 by Rogers in 1893, a 2-6-0 c/n 4892. Was stationed at Purdue University 1915-1943. Returned to the IC and rebt as 0-6-OT #3291.



As IC #3104 (c/n 55479) rebt in 1937 to 0-10-0 and noed 3606

Both 3606 & 3605
blt by Baldwin in 1922 as Alabama & Vicksburg 2-10-2 nos 474 & 473. To the IC in 1926

Chicago & Illinois Western 801 & 802
Baldwin 1926 c/n 59372
to I. C. [1950] #3571



As #3103 (c/n 55478) rebt to 0-10-0 in 1937 and noed 3605. Both used mainly as 'hump' engines in Markham Yard.

The PANAMA LIMITED named and inaugurated February 4, 1911. Started as a solid 'First Class only' train on November 15, 1916.

No. 5—THE PANAMA LIMITED

Sleepers: (Special Service Charge) (Bath—Valet Service)

Chicago to New Orleans, 3 Comp.-2 D.R.—Observation—Car 29.

Chicago to New Orleans, 8 Sec.-5 Double Bed Rooms—Car 63.

Chicago to New Orleans, 14 Sec.—Car 7.

Chicago to Gulfport, Miss., 8 Sec.-5 Double Bed Rooms—Car 5.

(No. 105 from Jackson, Miss.)

St. Louis to New Orleans, 10 Sec.-1 Comp.-2 Double Bed Rooms—Car 123.

(No. 205 St. Louis to Carbondale, Ill.)

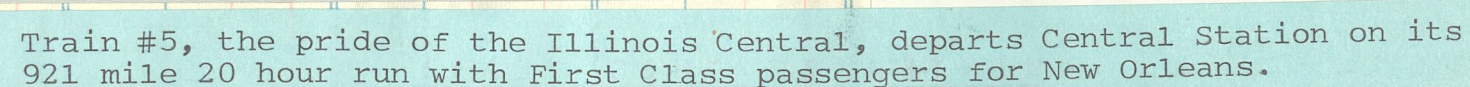
Club Car. Radio. Chicago to New Orleans.

Observation Car. Chicago to New Orleans, 3 Comp.-2 D.R.—Car 29.

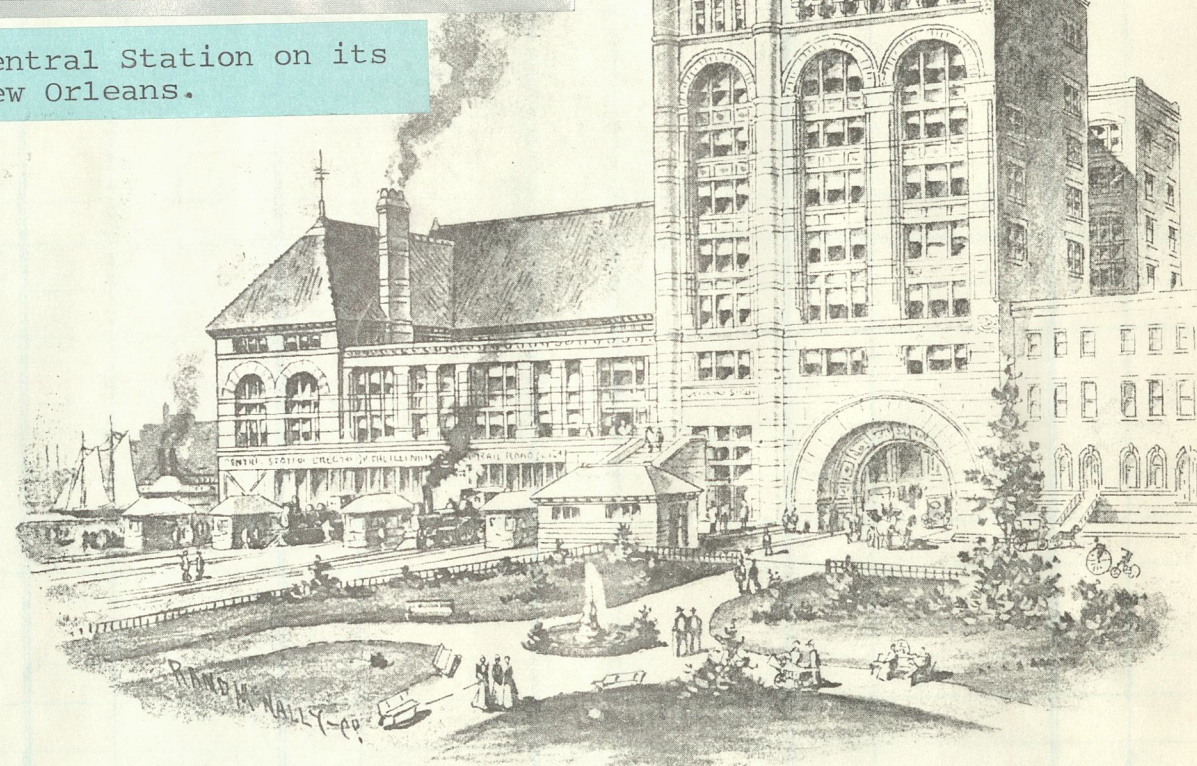
Diner. Chicago to New Orleans.

Individual radios for use in bedrooms, compartments and drawing rooms.

No Cnaches.



Central Station shortly after completion. Note the lakefront
in the right foreground.



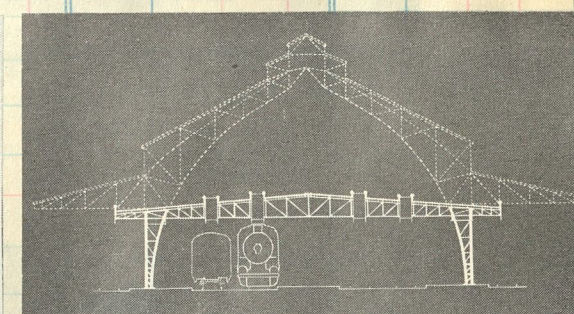
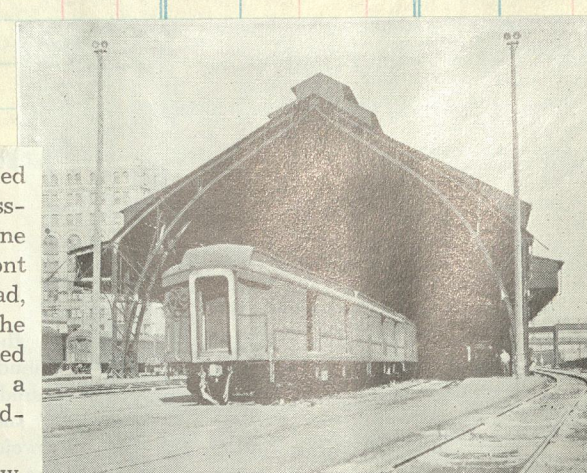
The New Central Station — Chicago, Lake Front, Park Row and Twelfth Street.



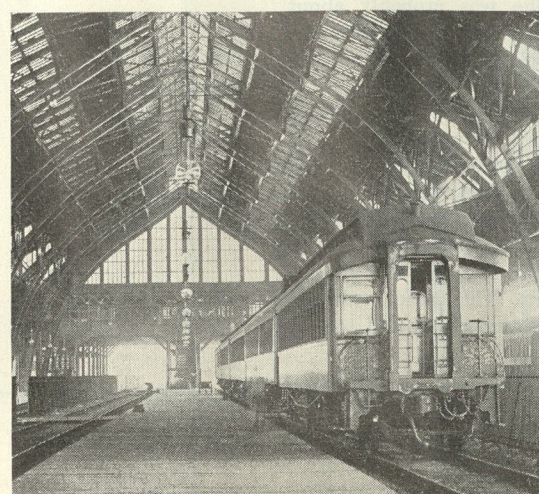
Central Station about 1950, no longer on the lakefront. Vast area over the years was filled in on which was constructed several major public buildings. The Natural Museum and Soldiers Field to name a couple.

WITH the passing of the old high trainshed from Central Station, the Illinois Central's passenger terminal at Chicago, that city has lost one of the prominent landmarks of its lakefront skyline. Standing just south of Roosevelt Road, formerly Twelfth Street, since the days of the Columbian Exposition in 1893, this trainshed rose 61½ feet above the rails and provided a coverage 610 feet long for the six station loading and unloading tracks.

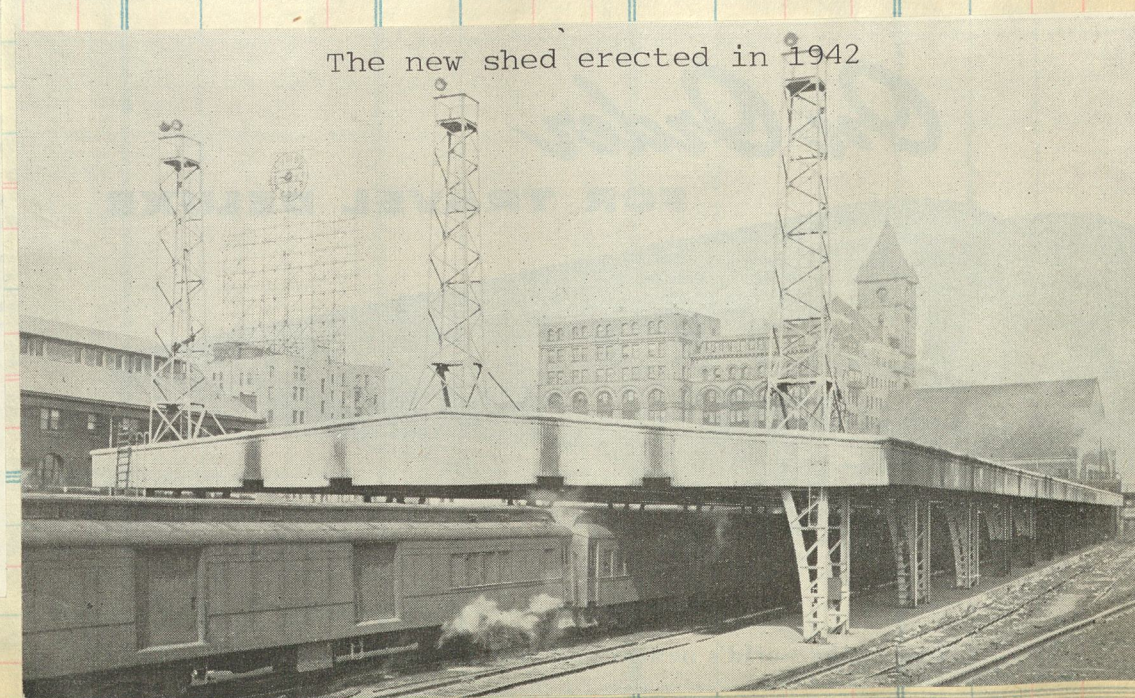
It now has been replaced by a modern, low, flat roof type of structure rising only 23½ feet above the rails—



Overlay of the
old and new sheds



The new shed erected in 1942



Amt.

Com. No.

Clos. No.

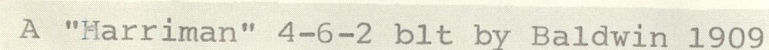
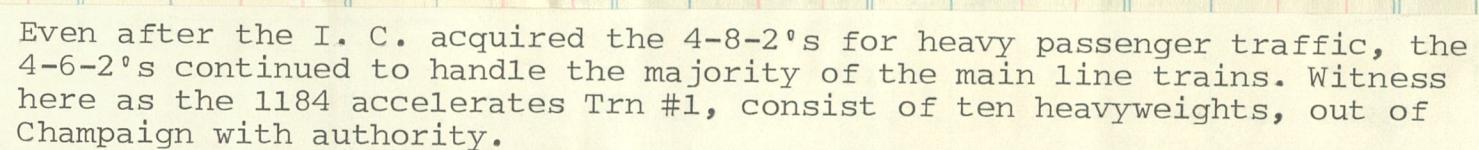
**"THERE ISN'T A TRAIN I WOULDN'T TAKE,
NO MATTER WHERE IT'S GOING."**

Edna St. Vincent Millay

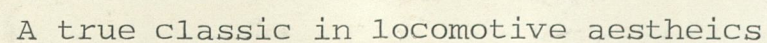
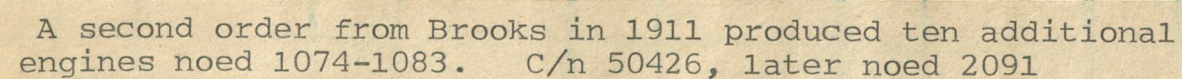
SOUTHBOUND

No. 1—THE CREOLE

Sleepers: No. 1—THE CREOLE
Chicago to New Orleans—Los Angeles, 10-Sec.-2 Comp.-D.R.—Car 85. (Southern Pacific
No. 5 from New Orleans). Travelers may enjoy full day for sight-seeing in New Orleans.
using Sleeper as headquarters while in that city.
St. Louis to New Orleans, 12-Sec.-D.R.—Car 107.
(No. 201 St. Louis to Carbondale, Ill.)
Louisville to New Orleans, 12-Sec.-D.R.—Car 161. (No. 101 Louisville to Fulton).
Memphis to Jackson, Miss., 14-Sec.—Car 233.
(Open 9:30 p.m. May be occupied at Jackson until 7:00 a.m.)
Chicago, Miss., to New Orleans, 10-Sec.-D.R.-2 Bed Rooms—Car 193.
(Open 9:30 p.m.)
Diners: Chicago to Fulton, Ky.—Jackson, Miss., to New Orleans.
Lounge Cars: Radio, Chicago to Memphis—Jackson, Miss., to New Orleans.
Individual radios available for use in bedrooms, compartments and drawing rooms.
Coaches: Chicago-New Orleans.



1049-1053
c/n 33824

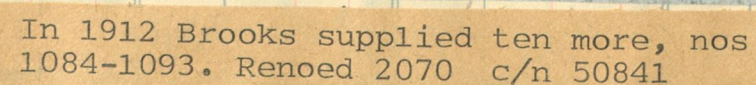


1069-1073

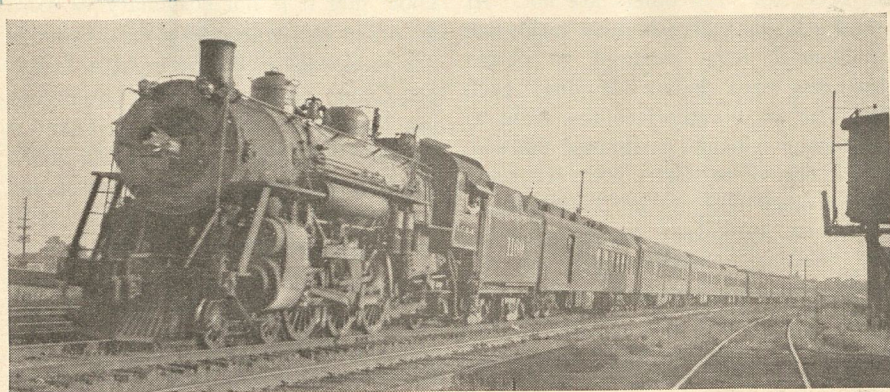
c/n 50097

Brooks 1911

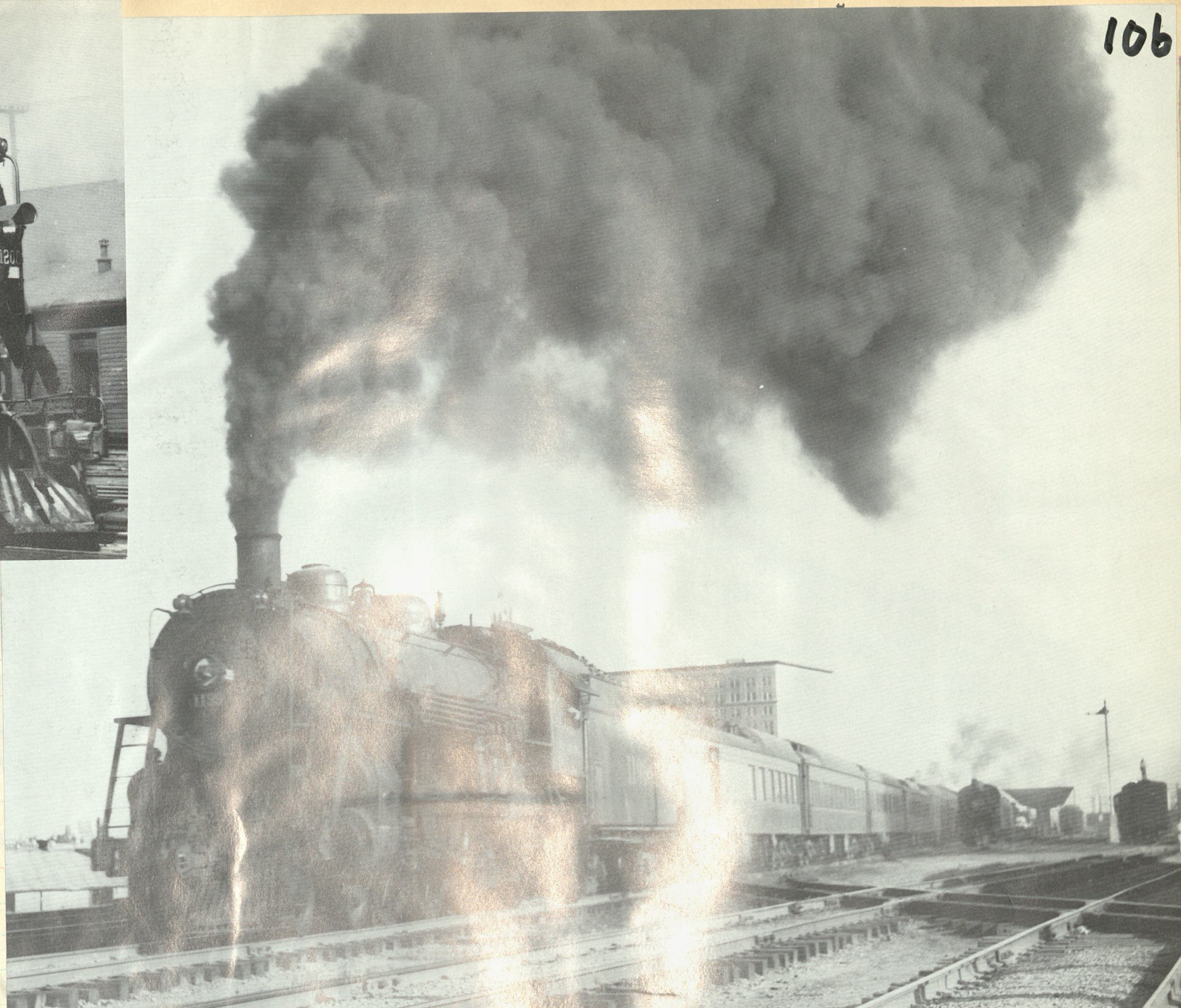
at Council Bluffs-1922



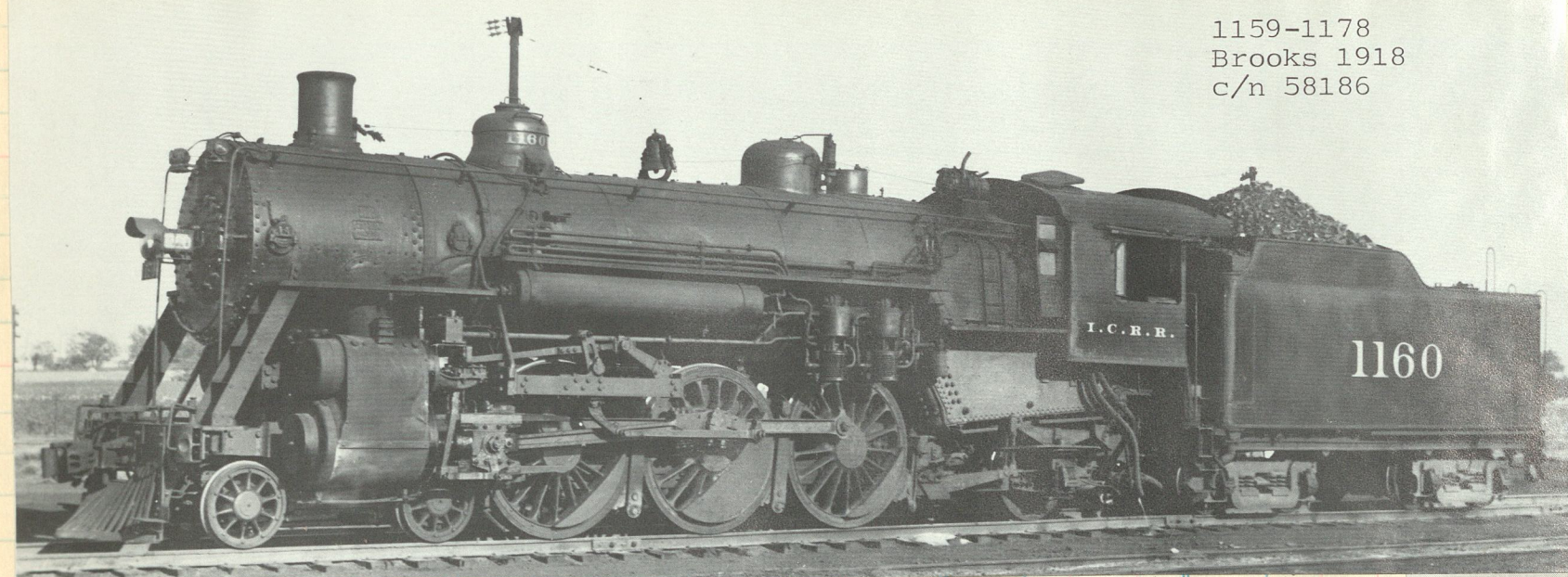
The final group of Pacifics for the Illinois Central was twenty five delivered by Schenectady in 1920, noed 1179-1203. The 1200, c/n 62537, remained on the roster until Nov 1954.



C. William Witbeck
DRAWN BY LOCOMOTIVE 1160 OF ILLINOIS CENTRAL
The Panama Limited train arriving in Jackson, Miss., on September 20, 1937, when photograph was taken.



A busy time at Jackson, Miss., May 31, 1938. Illinois Central 4-6-2 1199 leaves town with Train 6, Panama Limited

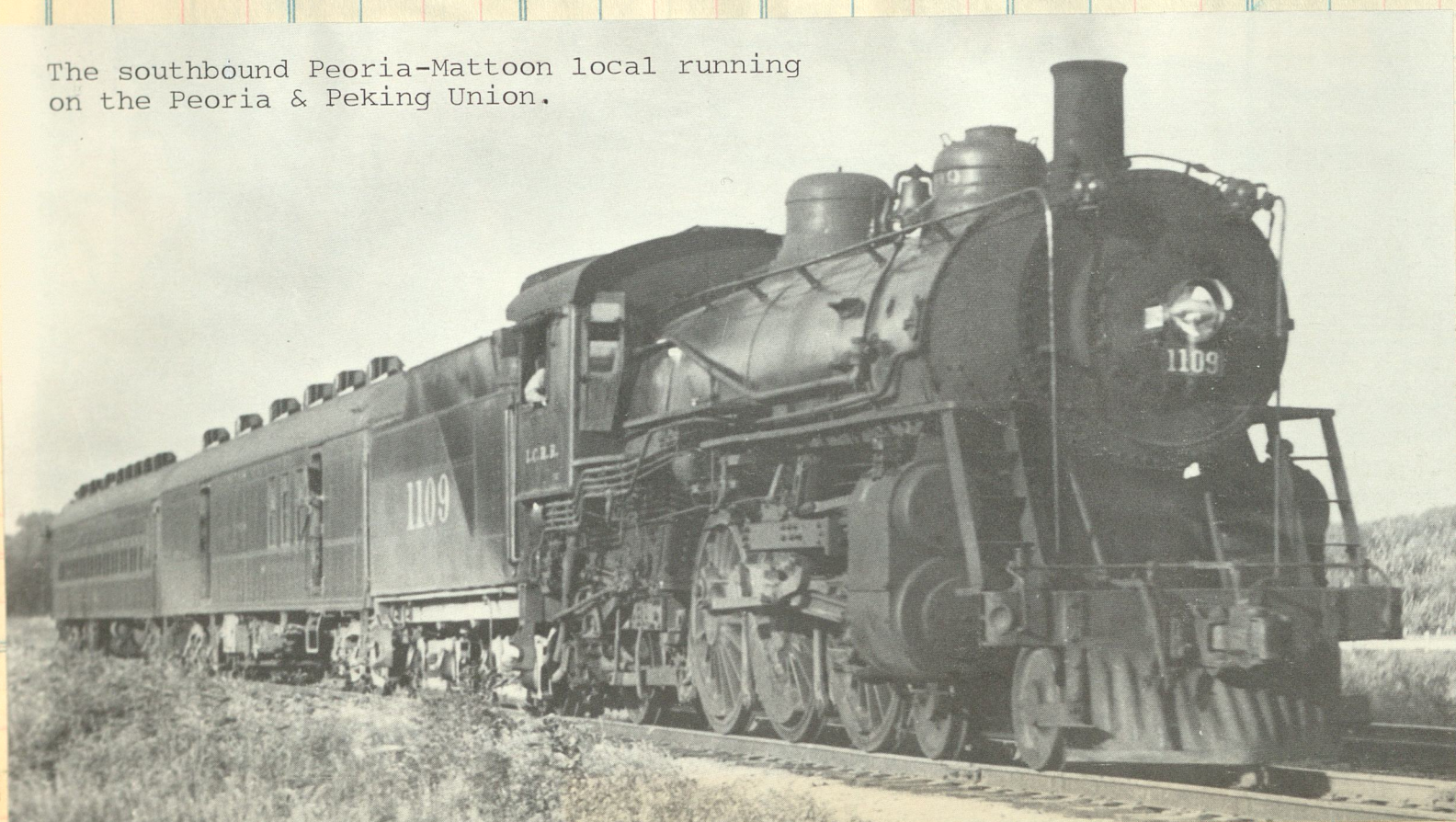


1159-1178
Brooks 1918
c/n 58186

Trn #19, the Chicago-StLouis
"Daylight", glides along near
Granite City, Ill.

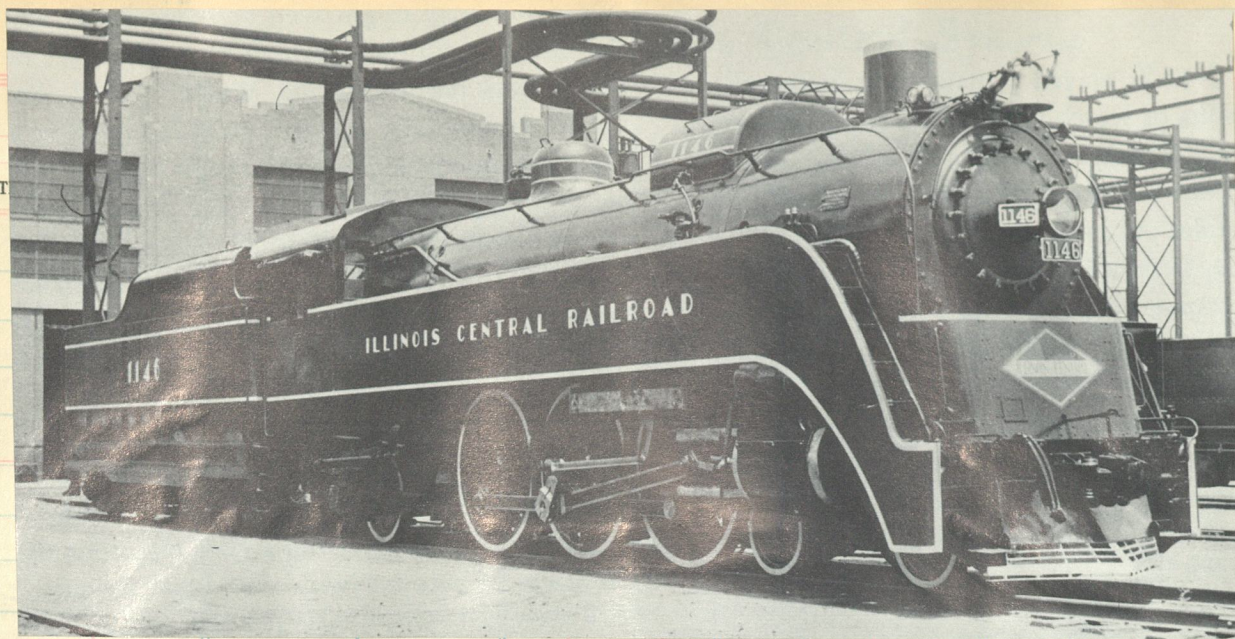


The southbound Peoria-Mattoon local running
on the Peoria & Peking Union.

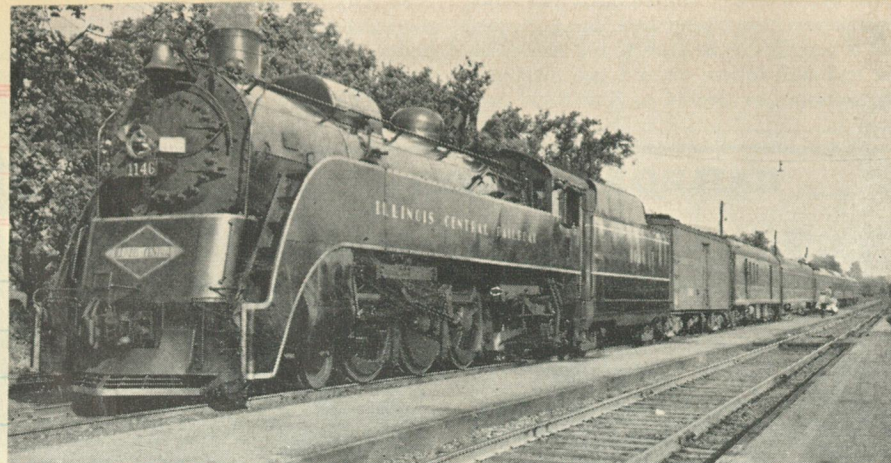


SELLER
DATE
FORM

DESTINATION

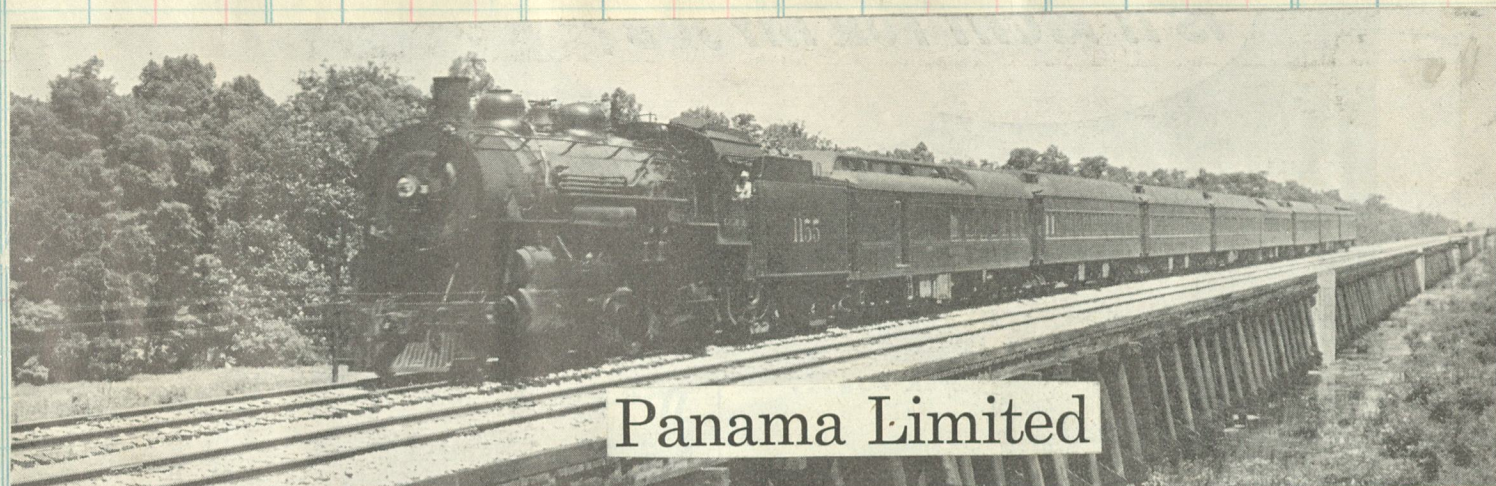


Clos. No. Sold

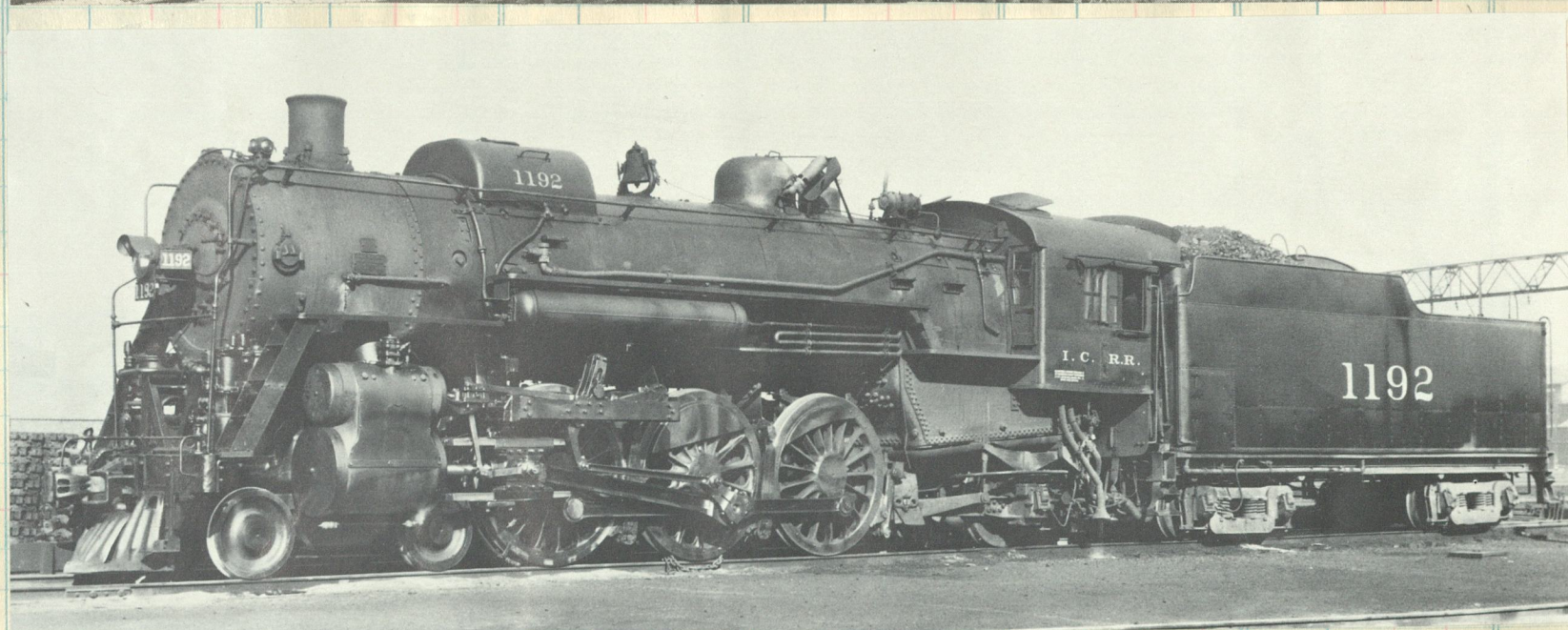


Clos. No. Sold Amount Clos. No. Sold Amount

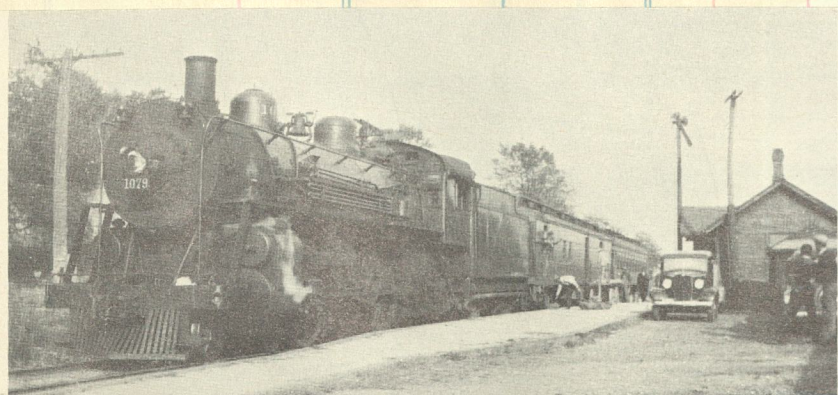
The 1146 in an acceptable form of 'streamstyling'



Panama Limited

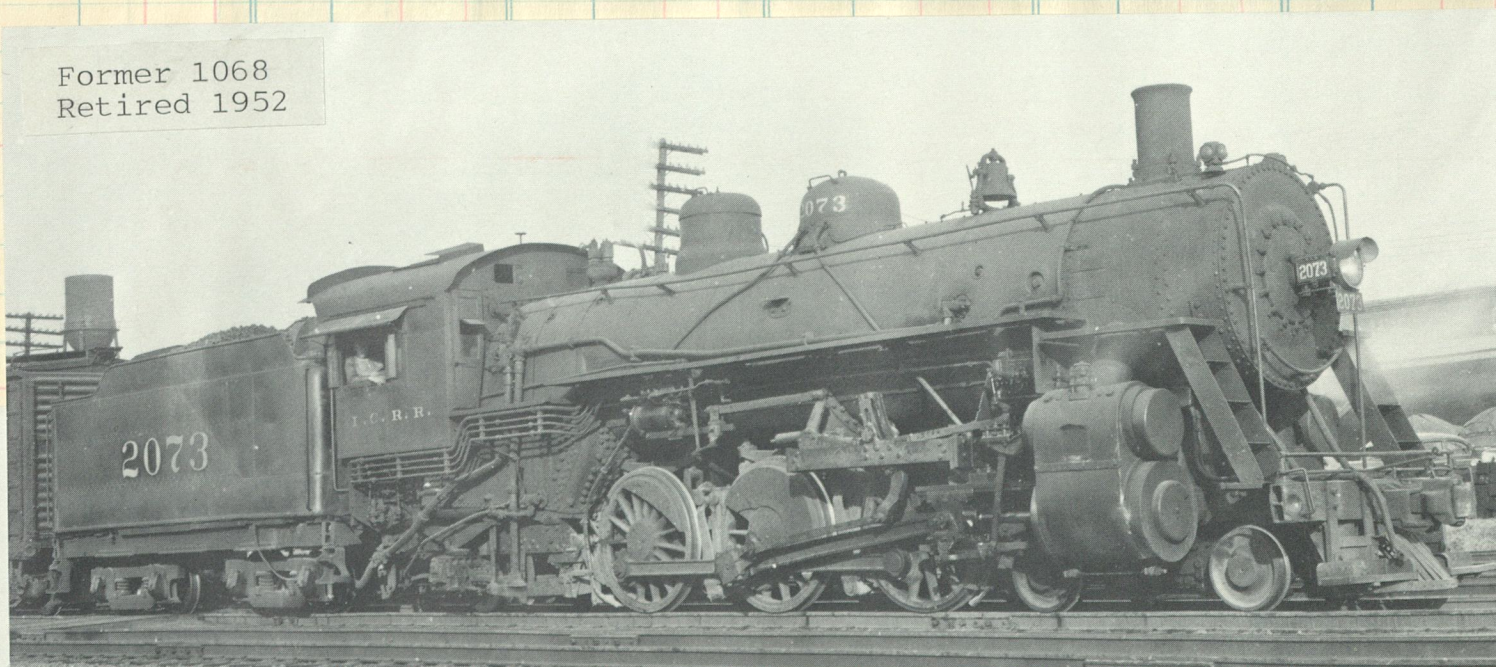


After some Paducah improvements in 1937



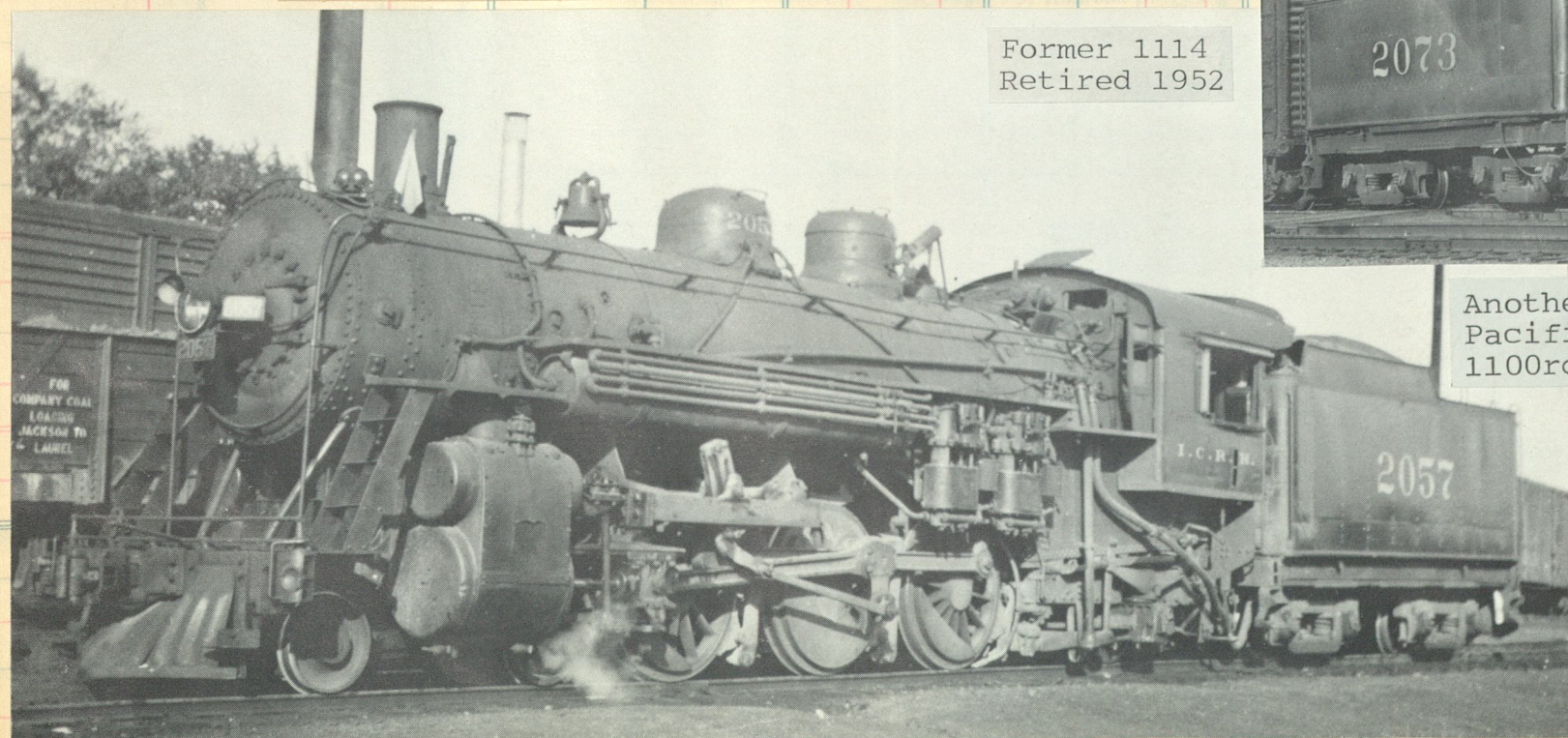
Trn #334 at Helmsburg, Ind.

Former 1068
Retired 1952

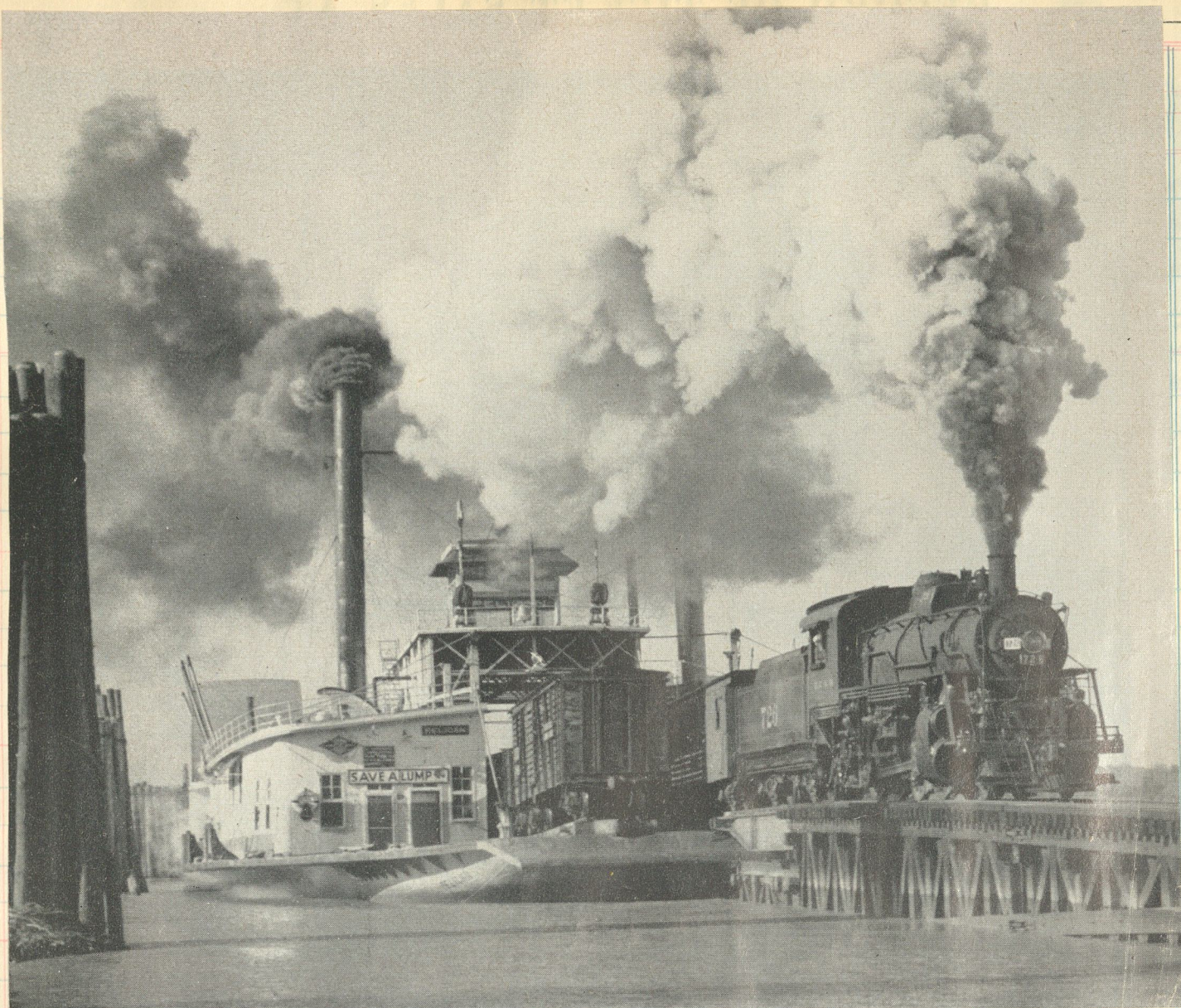


Another project at Paducah in 1942-43 was the rebuilding of passenger Pacifics into light service freight engines. Seventy former 10 and 1100rd 4-6-2's were equipped with 61" drivers and noed 2030-2099.

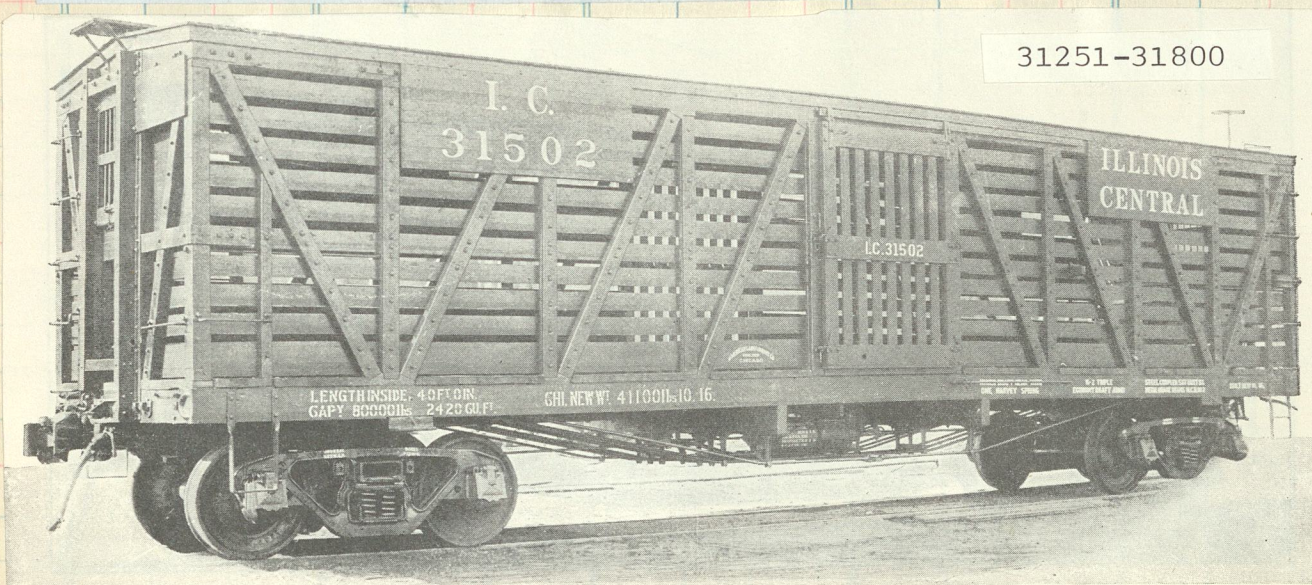
Former 1114
Retired 1952



Clos. No. Sold



The 2-8-0 #726, Rogers 1903 c/n 5995, scrambles off the ferry PELICAN at Trotters Point, Miss. after a ride across the Mississippi from Helena, Ark.

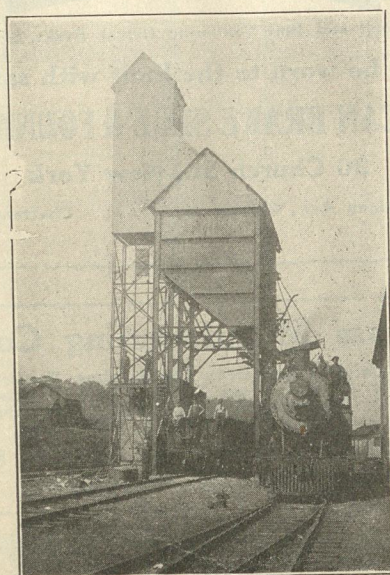


31251-31800

Fig. 46—Wooden 40-Ton Capacity Stock Car. Builder, American Car and Foundry Company. 1916

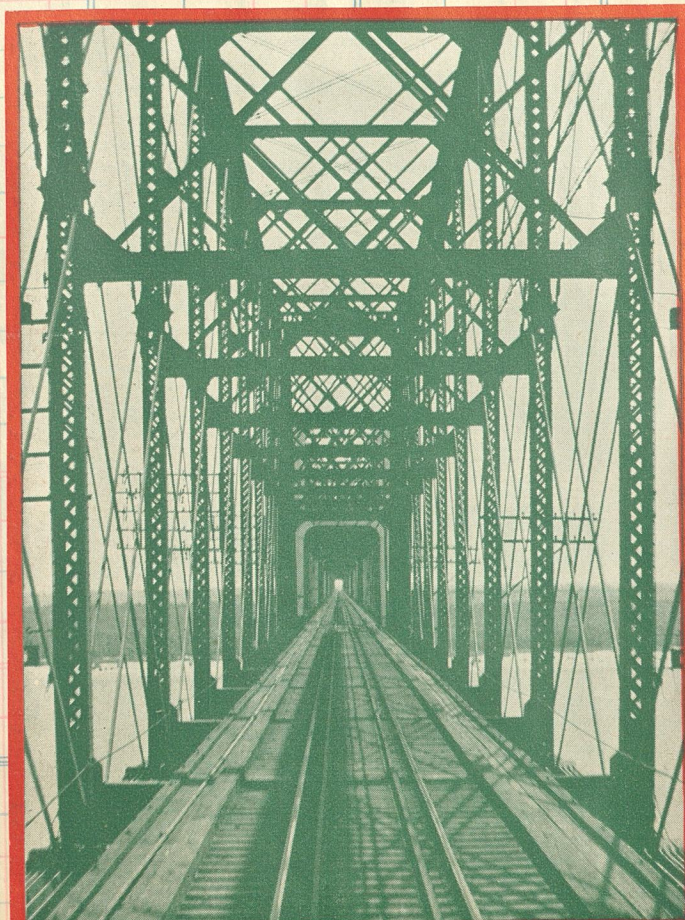
Bay City Foundry & Machine Co. Bay City, Mich.

Locomotive Coaling Stations
Mfg. under William's White & Co. Patents



Coaling Stations Installed on Illinois Central R. R.
Burnside Shops, Memphis, Tenn.
Ft. Dodge, Ia. Given, Miss.
Tiptonville, Tenn.

1919

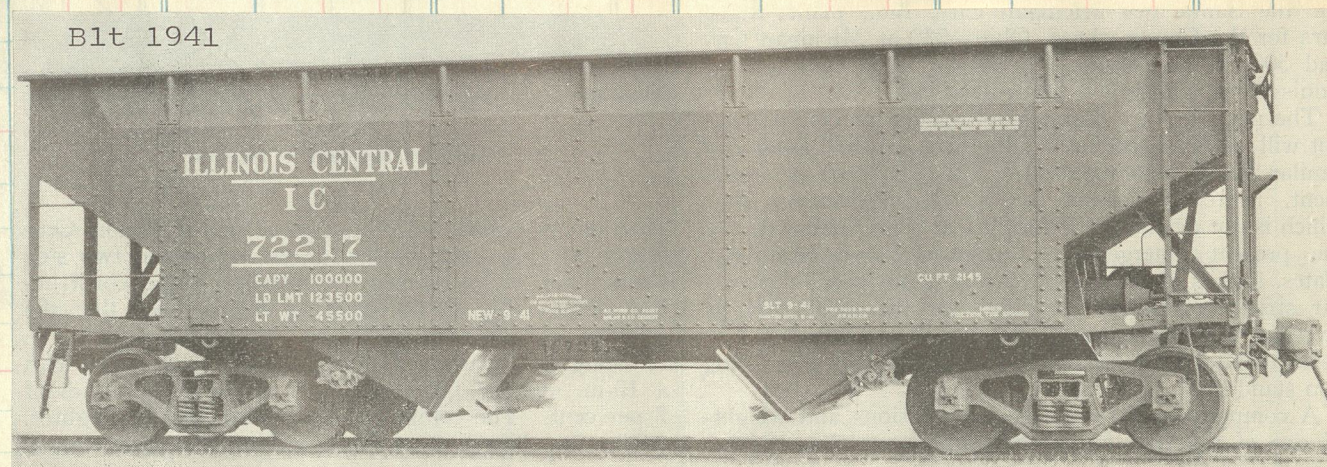


Cairo, Ill., Bridge

THE WRECK OF THE ILLINOIS CENTRAL'S DIAMOND SPECIAL near Springfield, Ill., in 1908. A broken wheel sent this old engine off the rails and down a steep embankment, to the delight of many young boys.



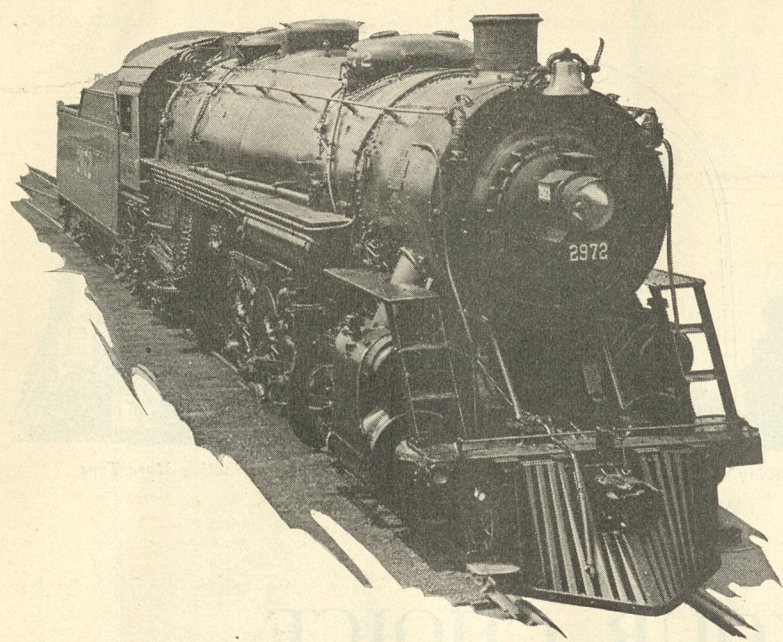
Blt 1941



VICKSBURG, MISSISSIPPI (1907)

Designed by D. H. Burnham & Company, this passenger station on Levee Street in Vicksburg was built in 1907. The picture was taken about the time of completion as the unpaved street indicates. The building is now used exclusively for the Vicksburg Division general offices.

Illinois Central
I. C.



Looking Ahead

TO continue to build new locomotives like those already in use is to perpetuate power that is obsolete before it goes into service.

Real up-to-date engines and the work they are doing reveal the value of taking advantage of accumulated vitalizing improvements and careful advanced engineering.

Engines built now will run 30 years or more. Give them increased earning power for every one of those years.

In the interest of better locomotives that will increase net earnings, write us.

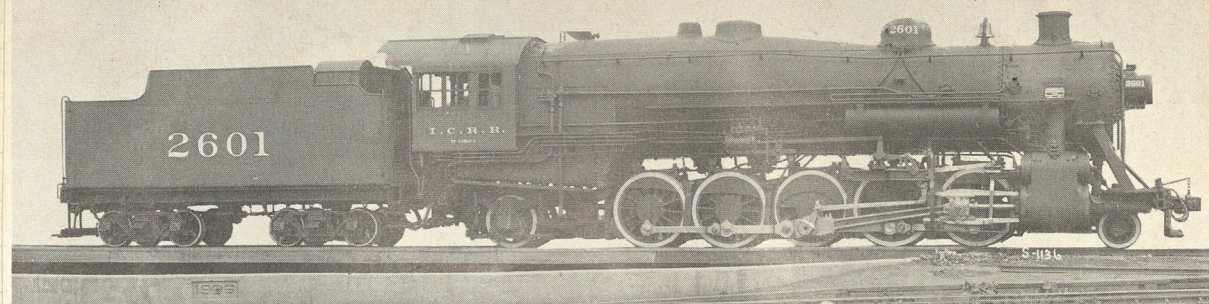
LIMA LOCOMOTIVE WORKS INCORPORATED

Lima, Ohio 17 East 42nd St., N. Y.

2601-2603 To CofG #771 in 1926 c/n 55550 Schen 1915

Sold Amount

unt Clos. No. Sold Amount



c/n 6134

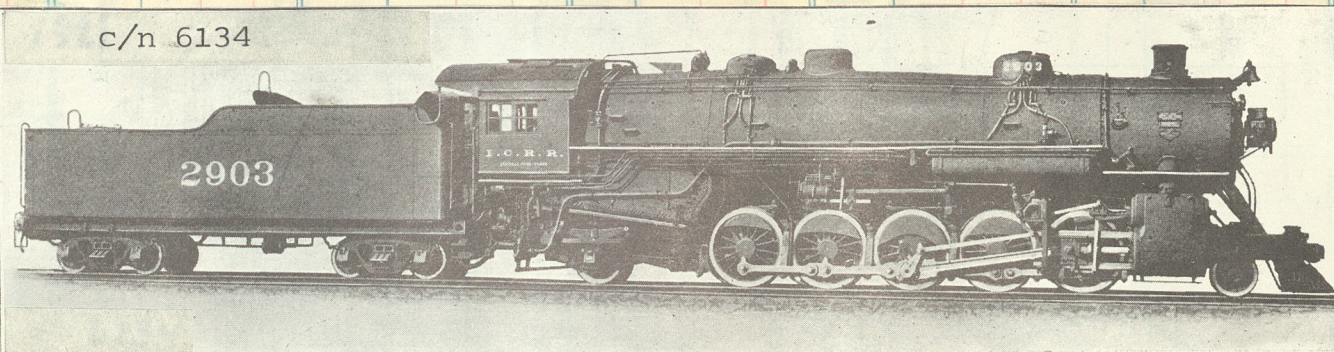
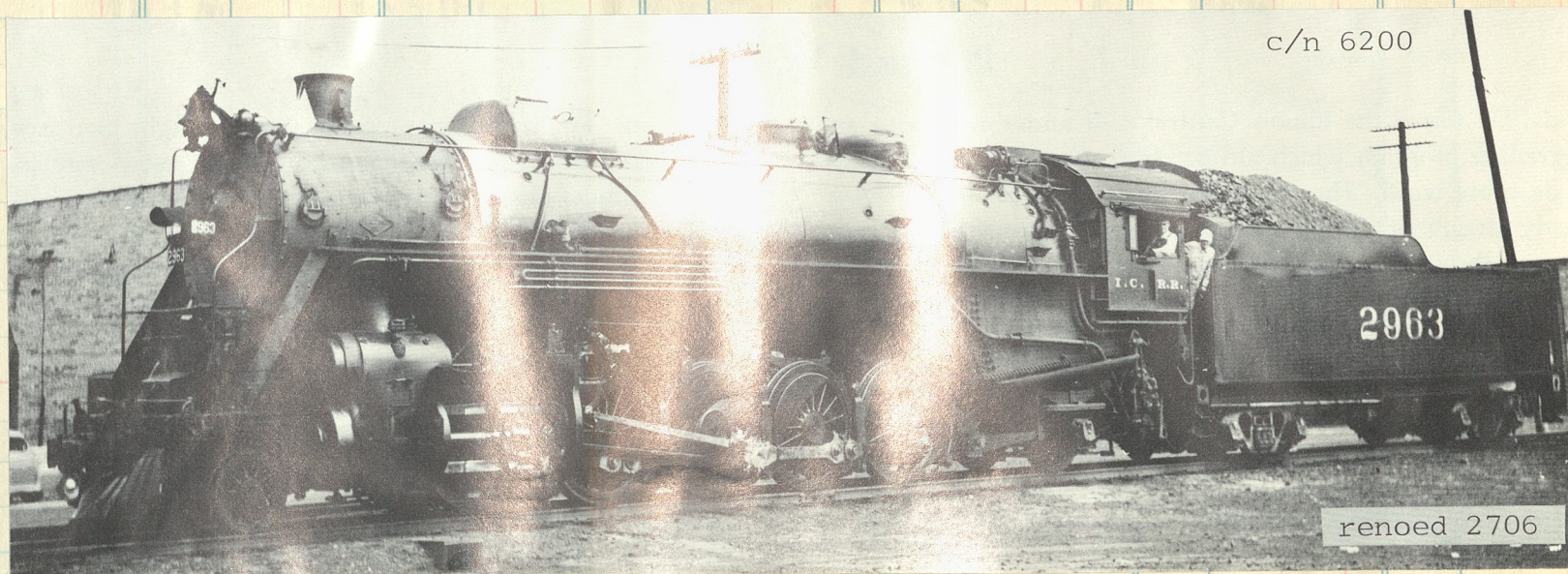


Fig. 66—Santa Fe (2-10-2) Locomotive for Freight Service. Built for Illinois Central by the Lima Locomotive Works, Inc.

Gage	4 ft. 8 1/2 in.	Heating Surface, Tubes and Flues	4,728 sq. ft.
Cylinders	30 in. x 32 in.	Heating Surface, Firebox	386 sq. ft.
Steam Pressure	190 lbs.	Heating Surface, Superheater	1,285 sq. ft.
Diam. of Drivers	63 in.	Grate Area	88.2 sq. ft.
Tractive Effort	73,800 lbs.	Weight on Drivers	296,500 lbs.
Driving Wheel Base	22 ft. 4 in.	Weight, Total	382,000 lbs.
Wheel Base, Total	42 ft. 2 in.	Fuel	Soft coal

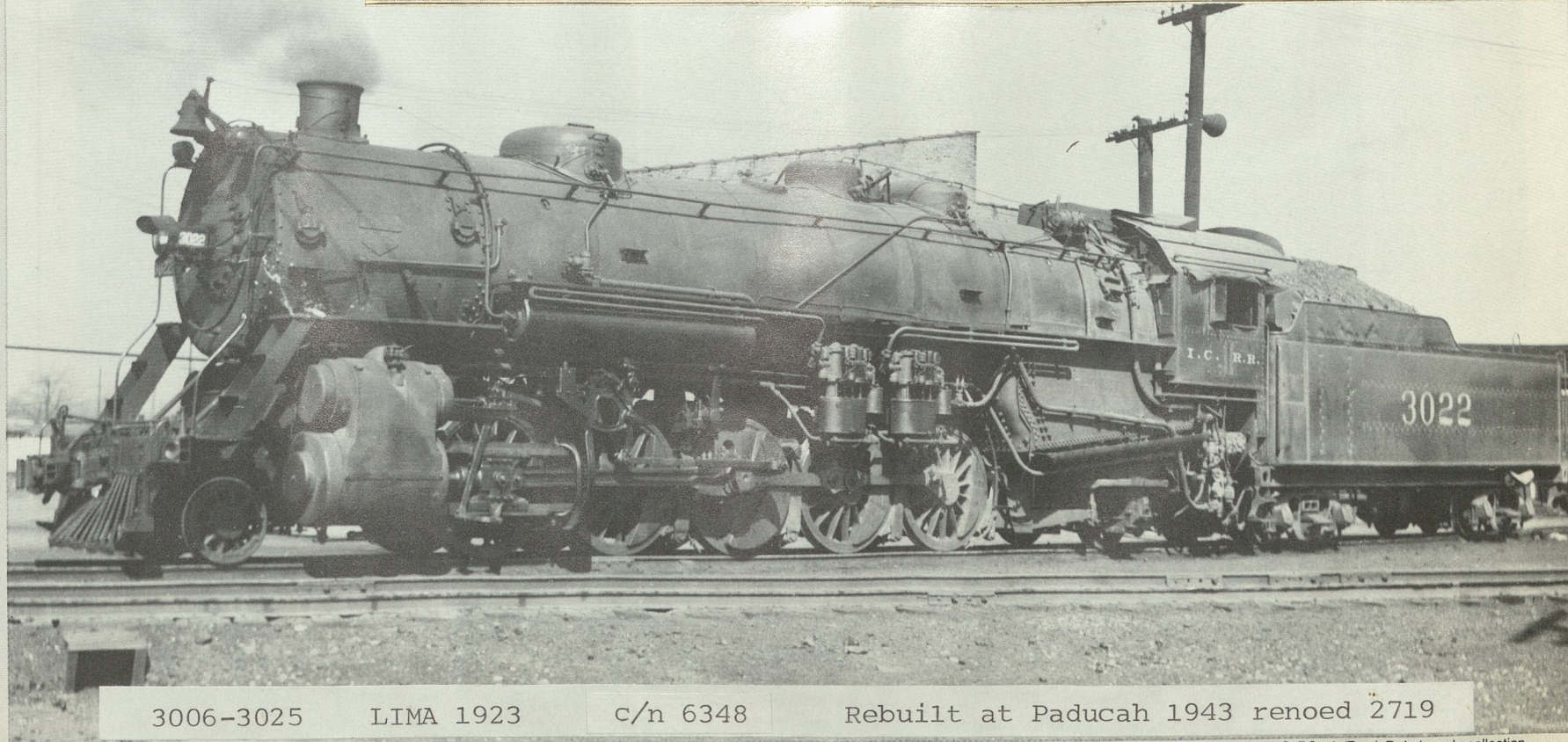
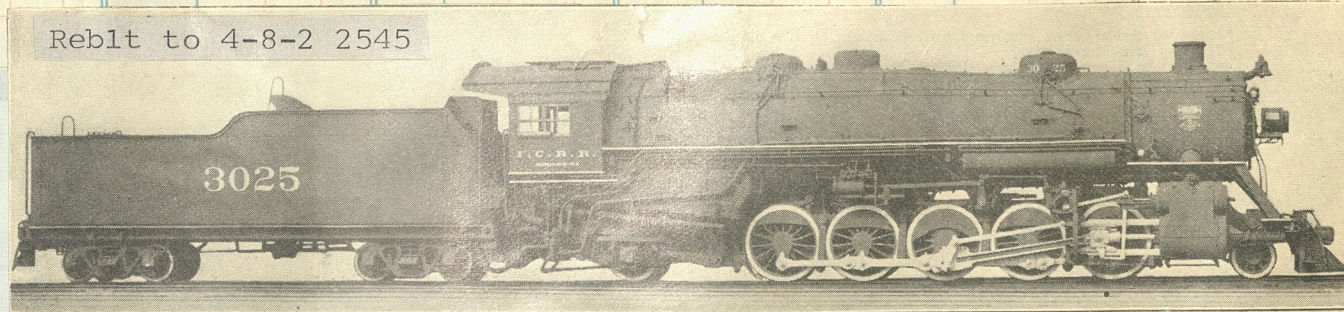
Early in 1921 the I. C. ordered fifty heavy USRA 2-10-2 (B) type from LIMA noed 2901-2950. A few months later fifty more, 2951-3000, also from LIMA were delivered. In 1922 an additional twenty five requested, five received in Dec. '22 and the balance, 3006-3025, in January 1923. All were rebuilt at Paducah in 1943-45. Fifty six (with new frames) became 4-8-2's noed 2500-2555, sixty nine were modernized as the 27 and 2800rds.

c/n 6200



renoed 2706

Rebld to 4-8-2 2545



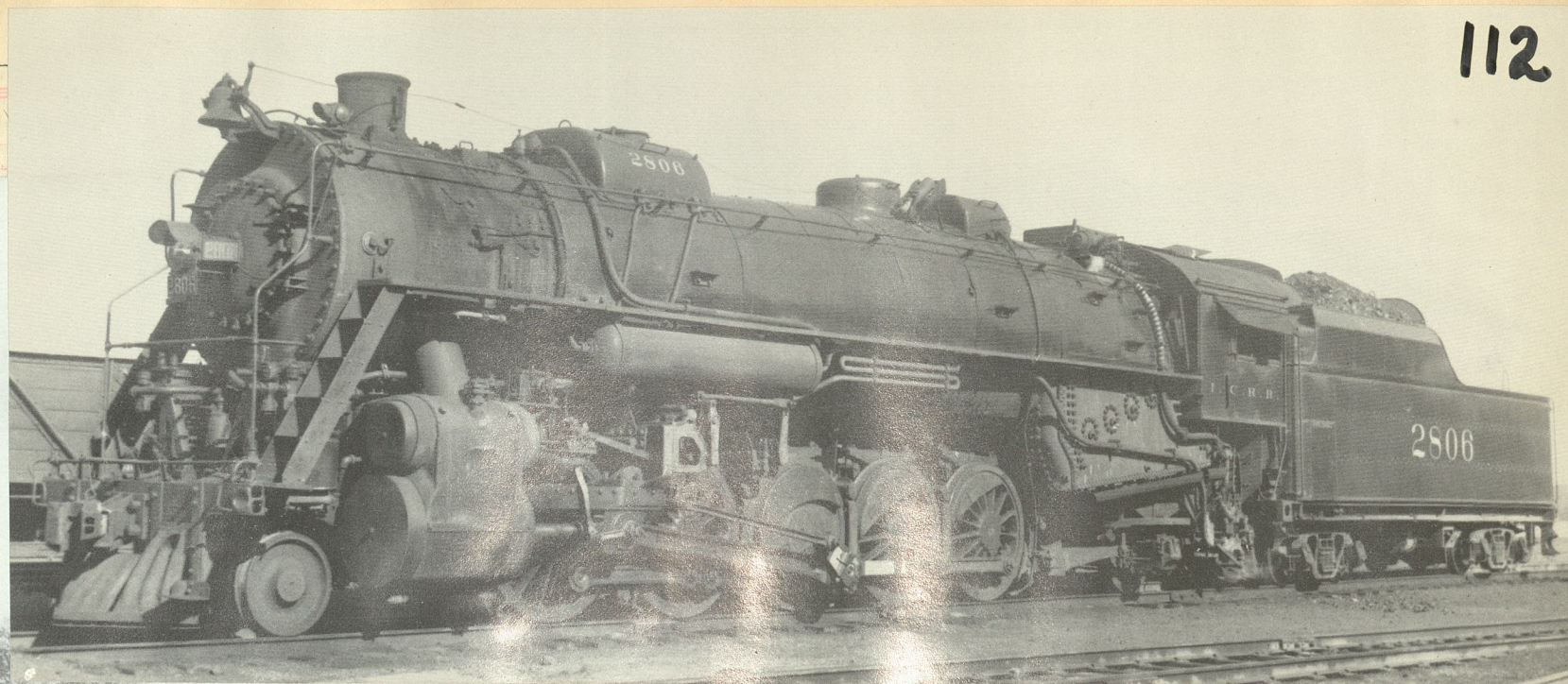
3006-3025 LIMA 1923 c/n 6348 Rebuilt at Paducah 1943 renoed 2719

At Birmingham in 1940, 3022 has been given disc main drivers. A major rebuild of this engine came three years later. New York air pumps over the rear drivers contrast with the Westinghouse equipment usually found on locomotives of USRA design.

C. F. Seale/Frank E. Ardrey, Jr. collection



Extra 2806 west digs in on sanded rail outside Debuque, Iowa

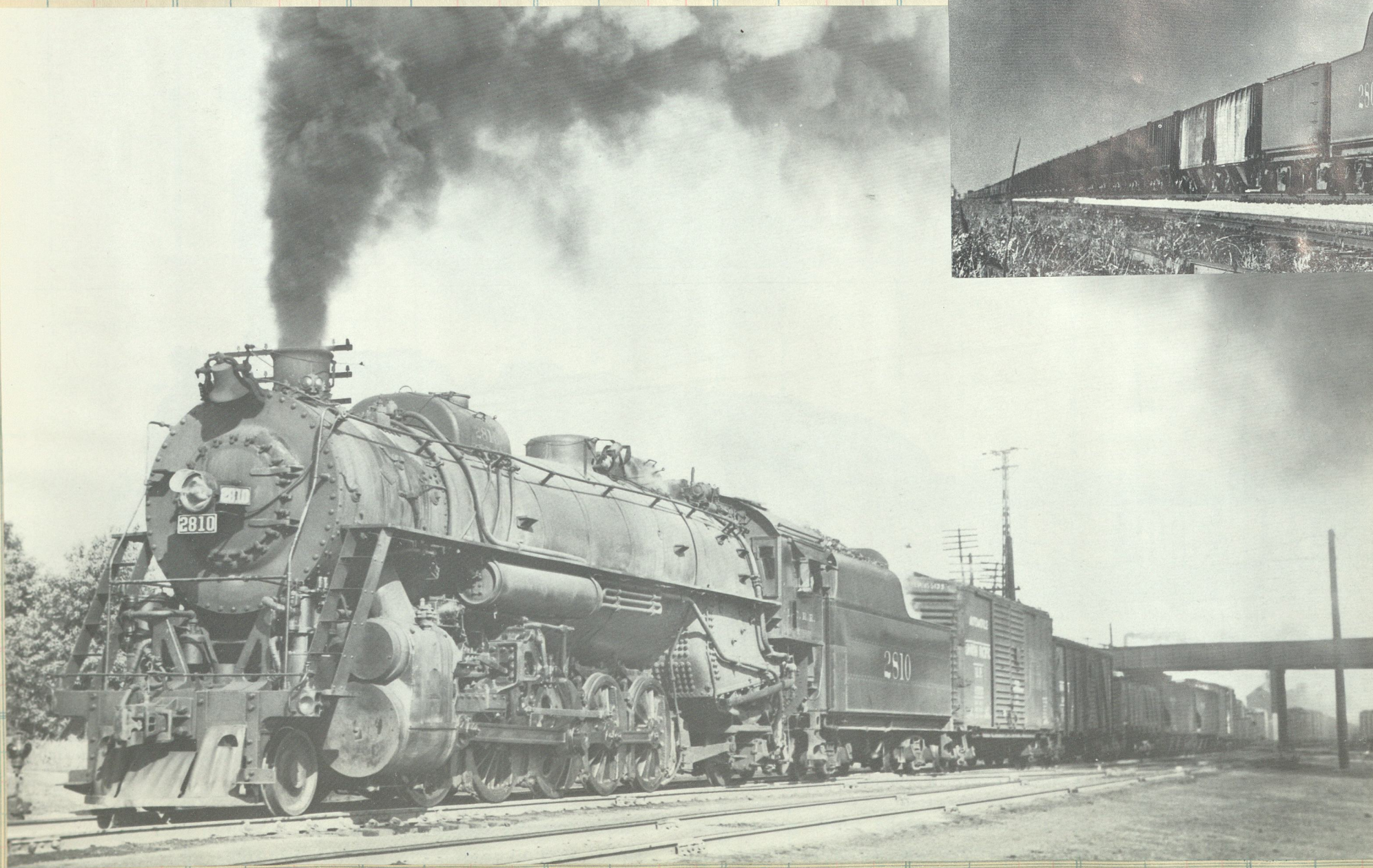


The 2806 after an initial trip to Paducah.↑ Original #2914, c/n 6145. She received additional shopping as evident by a different smokebox front plate. Some twenty of these rebuilt 2-10-2's were still on the active roster as late as 1960!

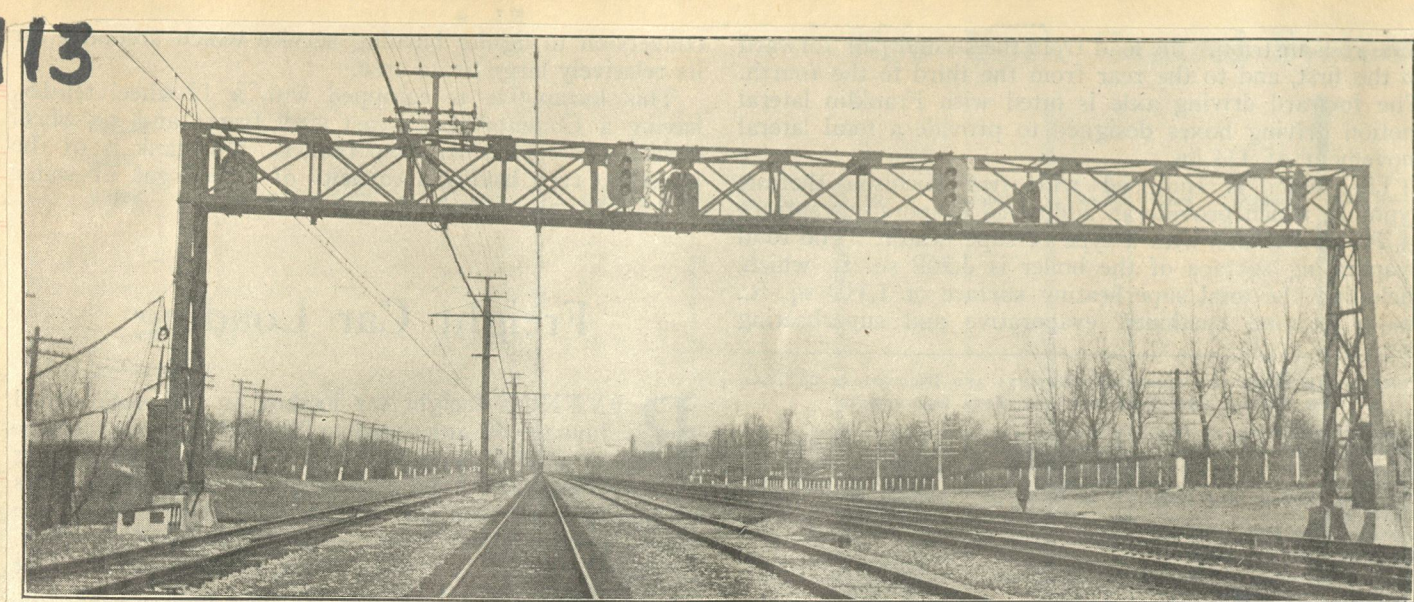


c/n 6146

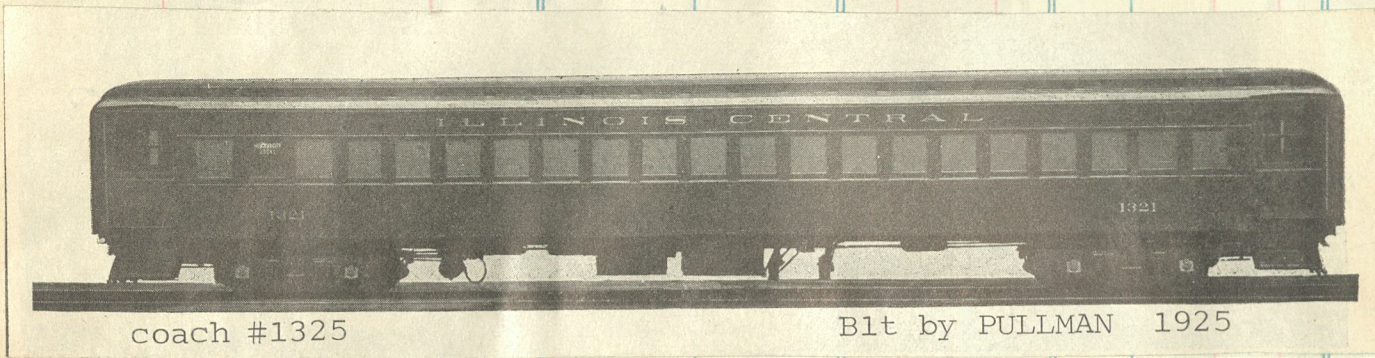
The rebuilt 2-10-2's were balanced to operate at a mile-a-minute clip. With 143 empty hoppers tied to her drawbar the 2809 is snapping along southbound near Tamaroa, Ill. Ex 2915 rebld '44 retired 1960



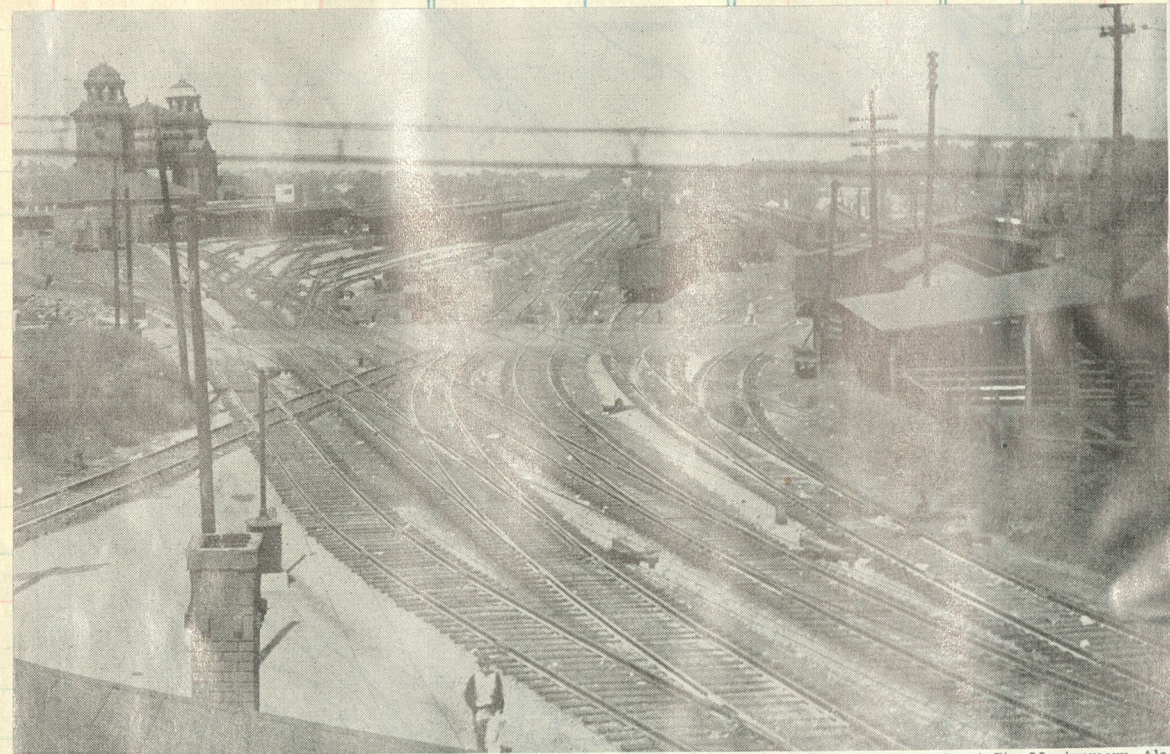
The 2810 exits Waterloo, Ia eastbound with 103 cars. Former #2948 c/n 6179 rebuilt 1944



Existing Signal Bridges Have Been Used as Catenary Supports, Between Homewood, Ill., and Richton 1925



coach #1325 Blt by PULLMAN 1925

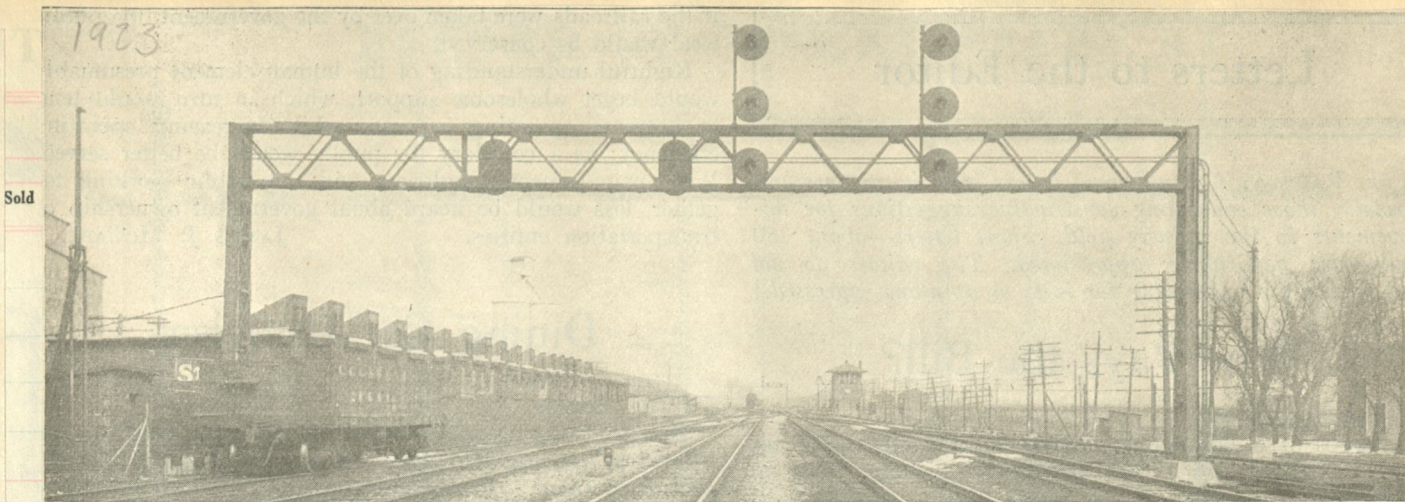


All photos by Joseph P. Sadler, 1723 S. Court St., Montgomery, Ala.

Looking north from the First Avenue Bridge toward Birmingham's Terminal Station, used daily by 28 passenger trains of five railroads: Southern, Seaboard, Illinois Central, Frisco, Central of Georgia.



The I.C. was among the first roads to erect solid concrete viaducts. This one was built in 1902 across Big Muddy Creek on the St Louis Division north of Carbondale, Ill.



North Bound Home Signal Bridge at Peotone

The I. C. was one of the first U. S. roads to install the searchlight style automatic block signals.



Five Fast Merchandise Trains Leave the Illinois Central Congress Street Yard in Chicago Every Evening. The MS-1 Is in the Center

Trn MS-1, Chicago to Memphis. Average speed of fifty m p h and at times run at seventy!!



Markham Yard



The yard engine #183 leads an Atlantic and her train through the flood waters at Memphis in April 1912. The two gents on the pilot, the 'firstmate' and his navigator, take soundings as they creep toward the opposite shore but the boys in the open gon appear to be a bit concerned and maybe wondering-'Where's the lifeboats?'.
39 mi So N.Y.

THE MOUNTAIN TYPE

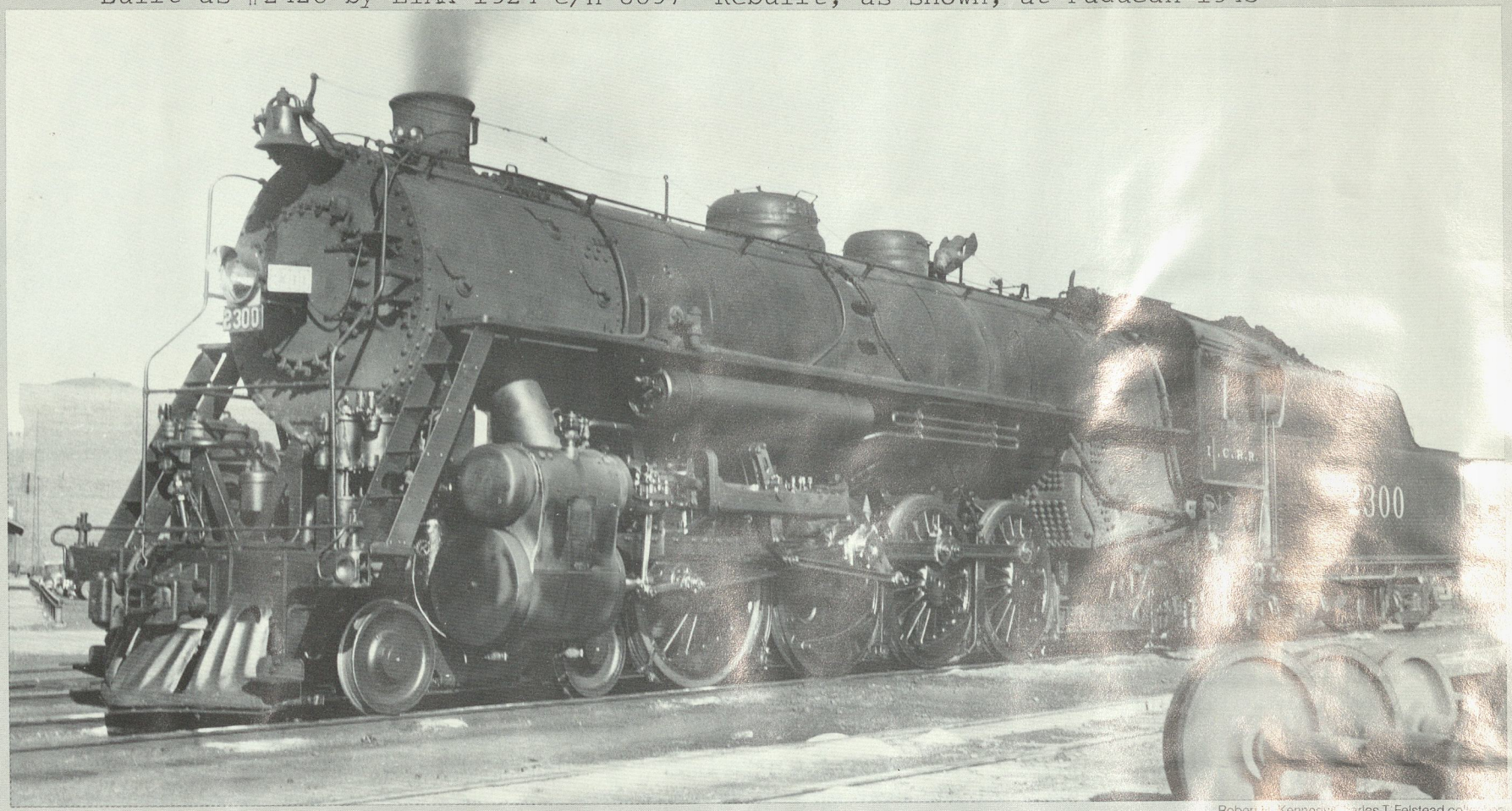
NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet

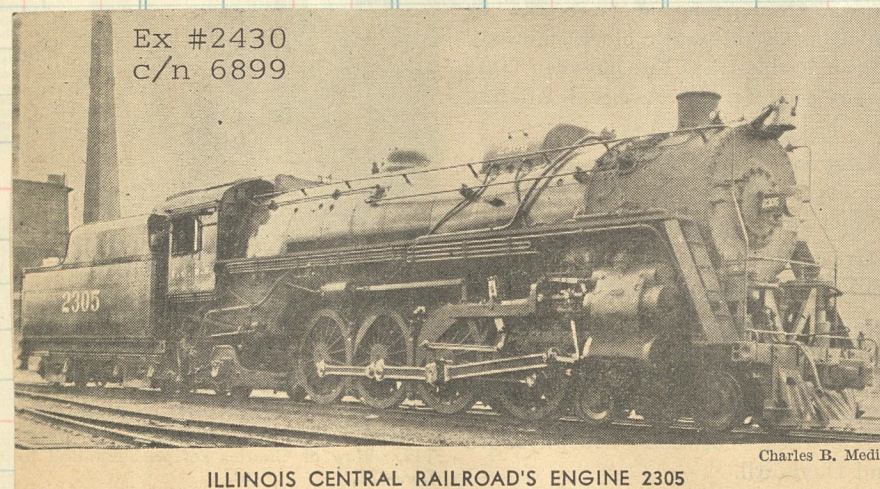
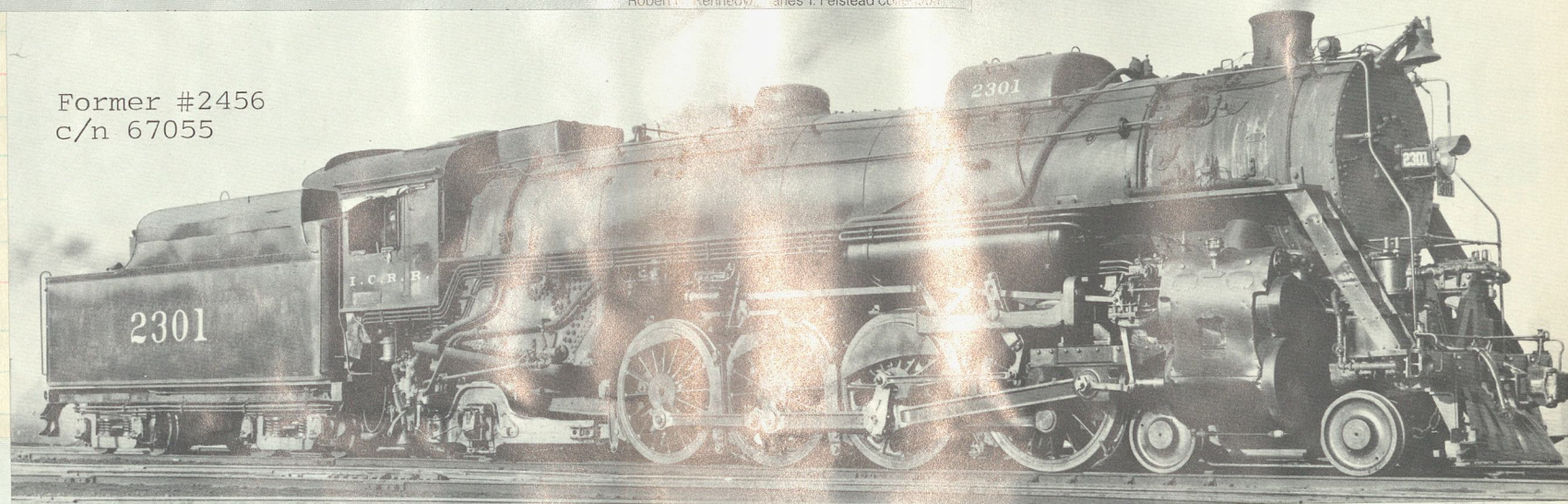
114

Built as #2428 by LIMA 1924 c/n 6897 Rebuilt, as shown, at Paducah 1945



Eleven of the 2400rd 4-8-2's were rebuilt with new boilers and noed 2300-2307, 2350-2352.

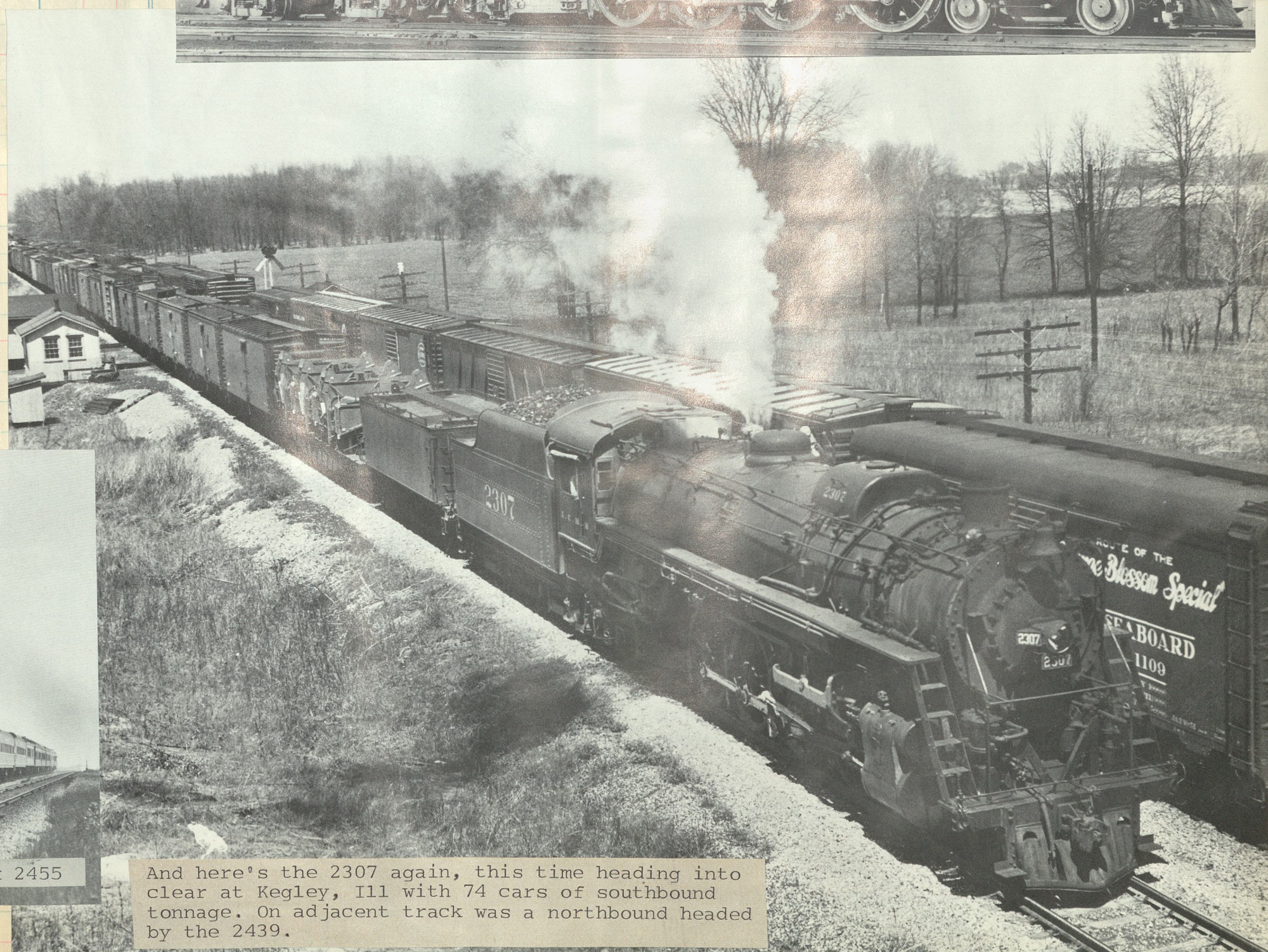
Former #2456
c/n 67055



Ex #2430
c/n 6899

ILLINOIS CENTRAL RAILROAD'S ENGINE 2305

Charles B. Medin



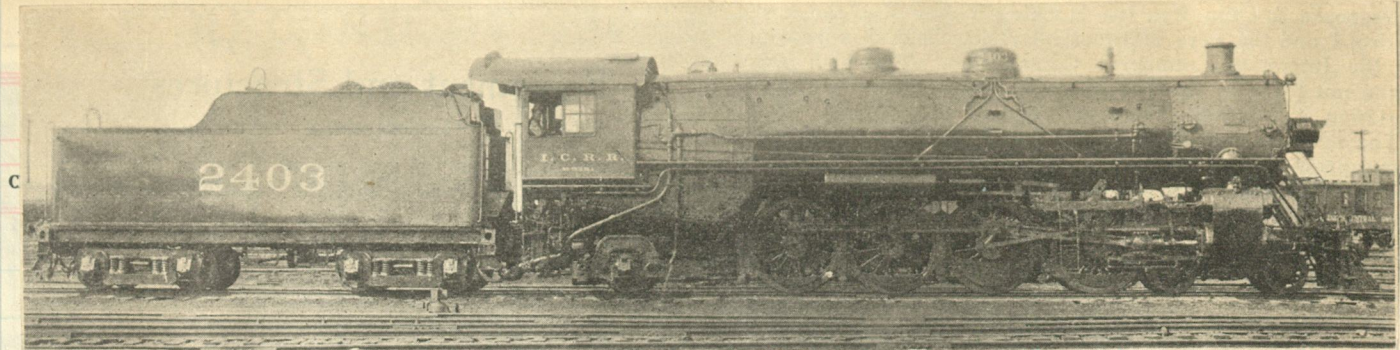
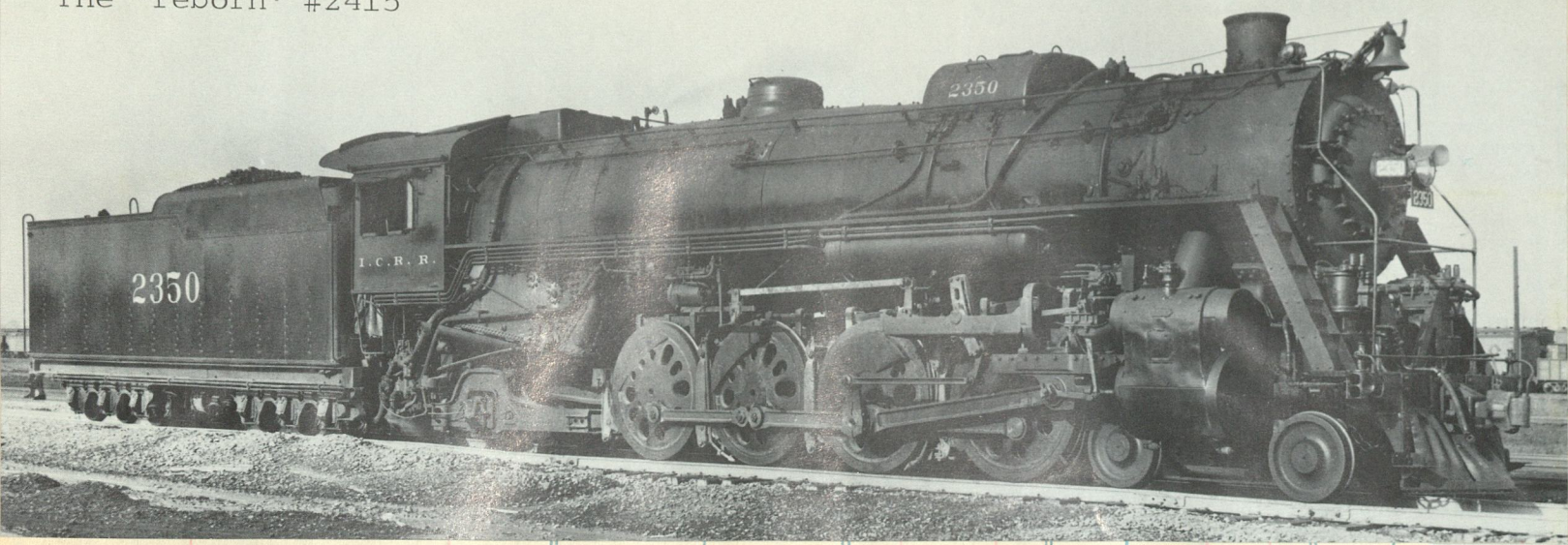
ex 2455

And here's the 2307 again, this time heading into clear at Kegley, Ill with 74 cars of southbound tonnage. On adjacent track was a northbound headed by the 2439.



The 2307 on a passenger assignment near Richton Park, Ill

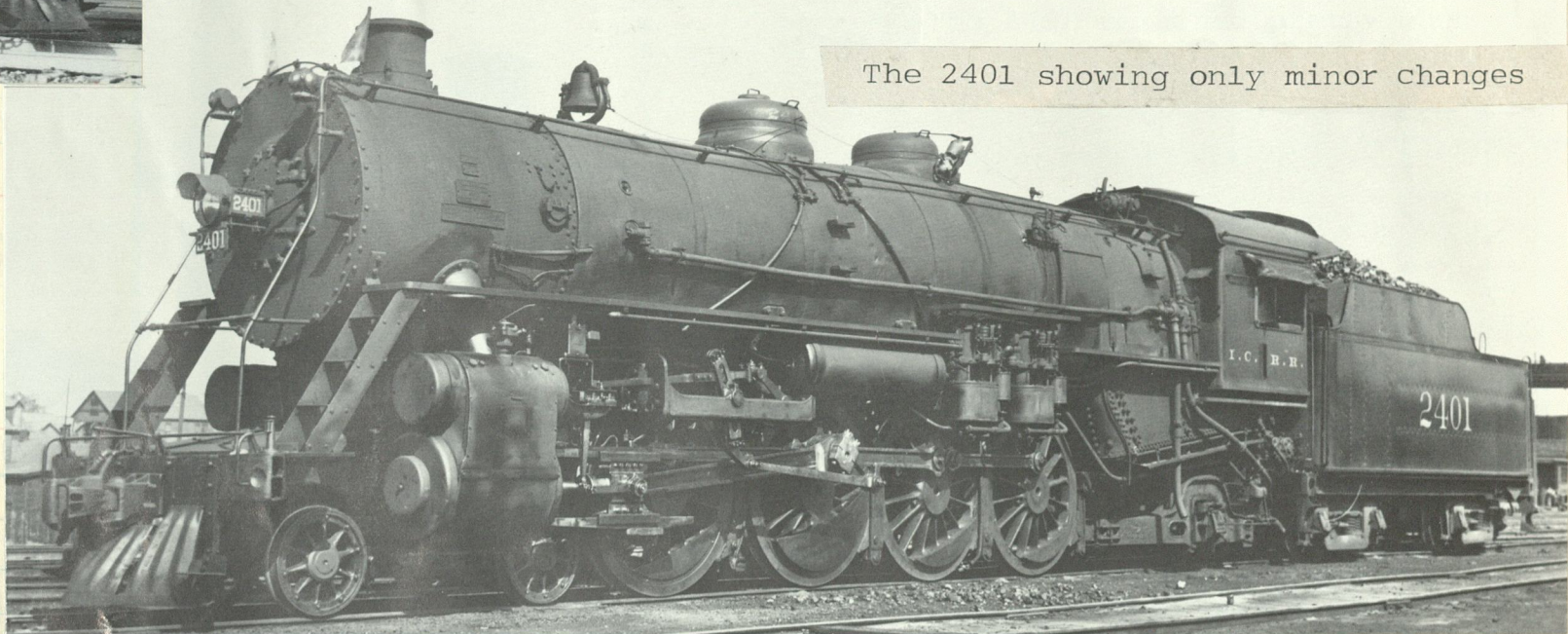
The 'reborn' #2415



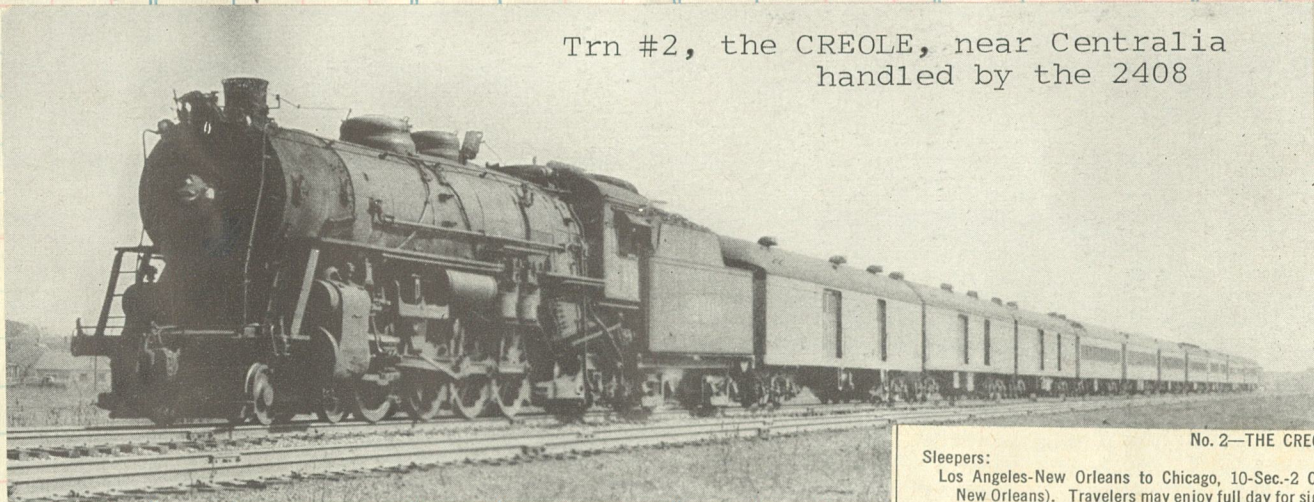
The initial 4-8-2's was fifteen noed 2400-2414 delivered by Schenectady in 1923. c/n 64572.



A later trip to Paducah has changed the features of the 2401 shown here charging out of Freeport with a Chicago 'Beef Train'.

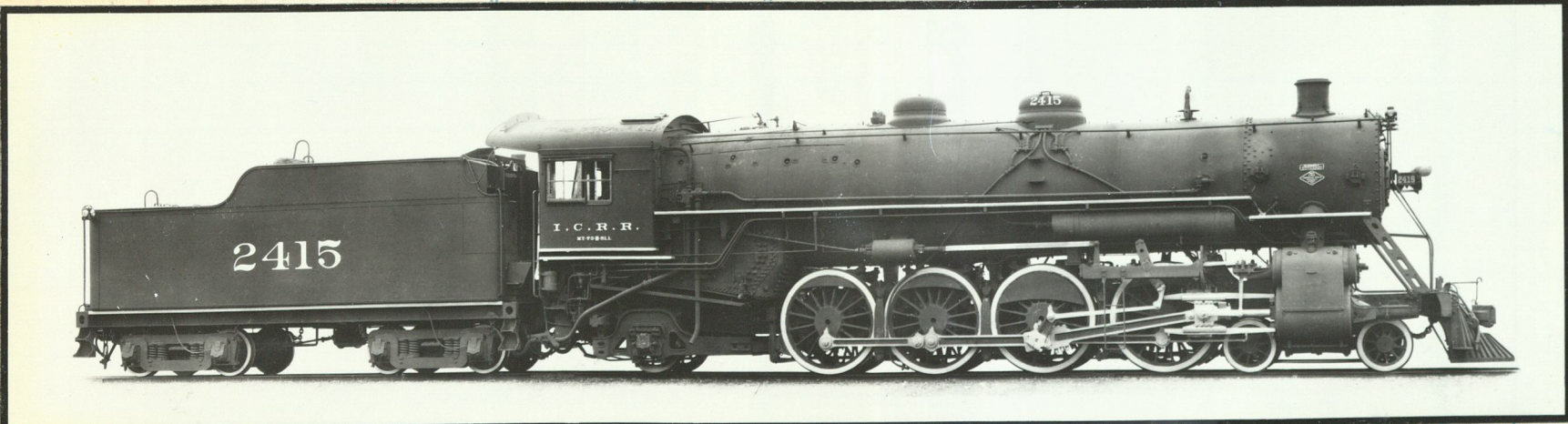


The 2401 showing only minor changes



Trn #2, the CREOLE, near Centralia handled by the 2408

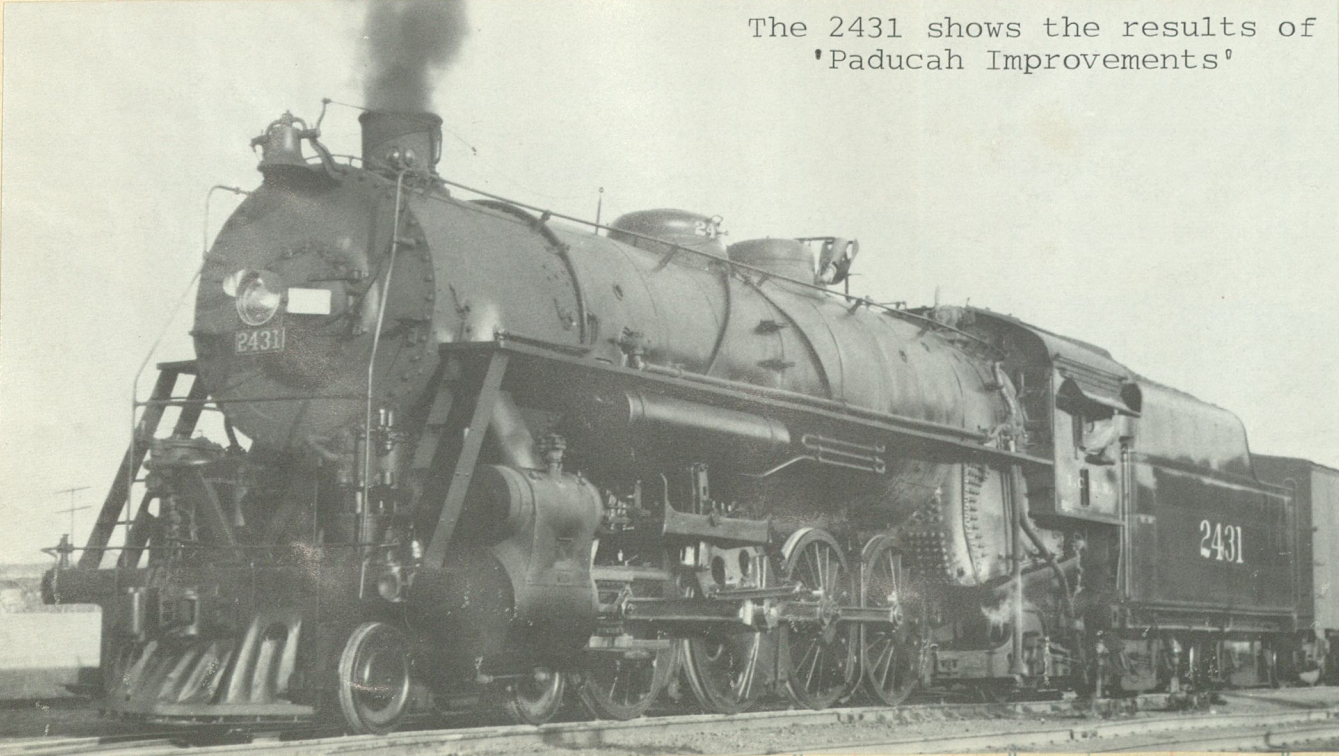
No. 2—THE CREOLE
Sleepers:
Los Angeles-New Orleans to Chicago, 10-Sec-2 Comp.-D.R. (Southern Pacific No. 6 to New Orleans). Travelers may enjoy full day for sight-seeing in New Orleans, using Sleeper as headquarters while in that city.
New Orleans to St. Louis, 12-Sec.-D.R.
(No. 202 Carbondale, Ill., to St. Louis).
New Orleans to Louisville, 12-Sec.-D.R.; (No. 102, Fulton, Ky., to Louisville).
Jackson, Miss., to Memphis, 14-Sec. (open 9:30 p.m.)
Diners. New Orleans to Jackson, Miss.—Memphis to Chicago—Fulton, Ky., to Louisville, Ky.
Lounge Cars. Radio. New Orleans to Jackson, Miss.—Memphis to Chicago.
Coaches. New Orleans to Chicago.



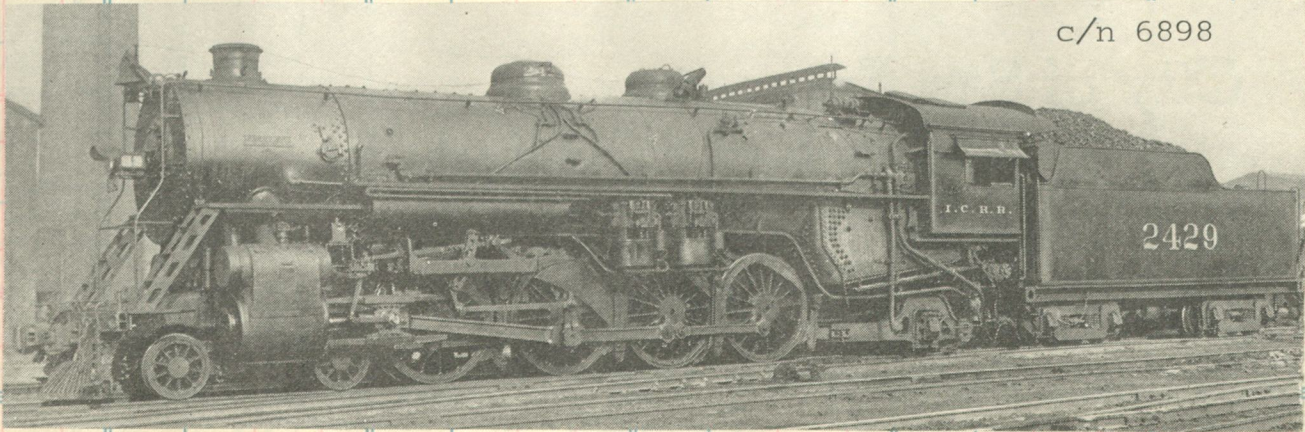
The original 2415 was a exceedingly handsome piece of machinery The second order for 4-8-2's was for twenty five engines, noed 2415-2439, supplied by LIMA in 1924. C/n 6884. (See 2350 above)



Updated #2407 with Trn #10 at Birmingham.



The 2431 shows the results of 'Paducah Improvements'



c/n 6898

THE TWENTY FIVE HUNDREDS

In the period 1937-1942 the I. C. rebuilt fifty six former 2-10-2's into fast freight service 4-8-2's noed 2500-2555. This project resulted in over eighty similiar engines were on the roster by mid 1943.

Amount



ex #2911

Illinois Central at Coleman, Ill.

Henry J. McCord.

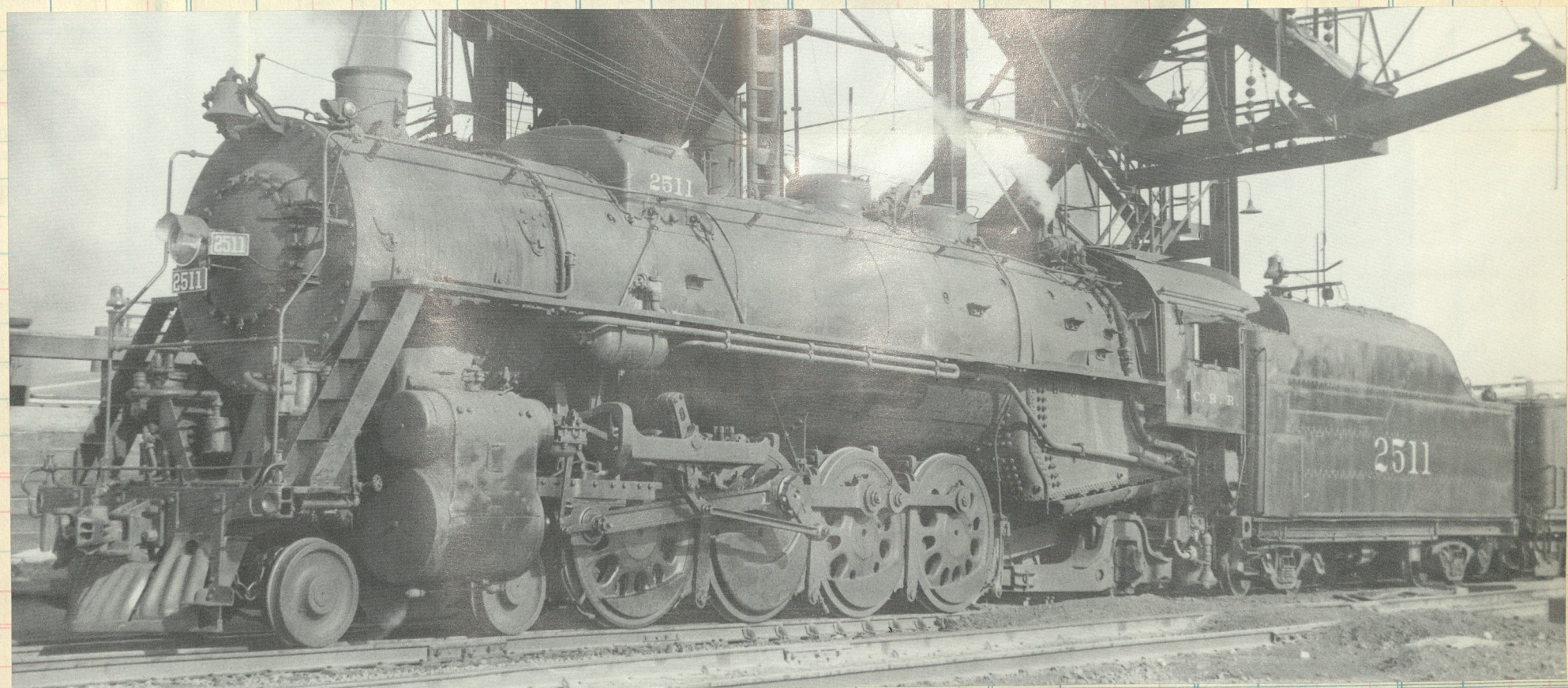


The Spirit of Yesterdays

In a classic portrait the 2520 charges through Chebanse, Ill on the main line 63 miles south of Chicago.



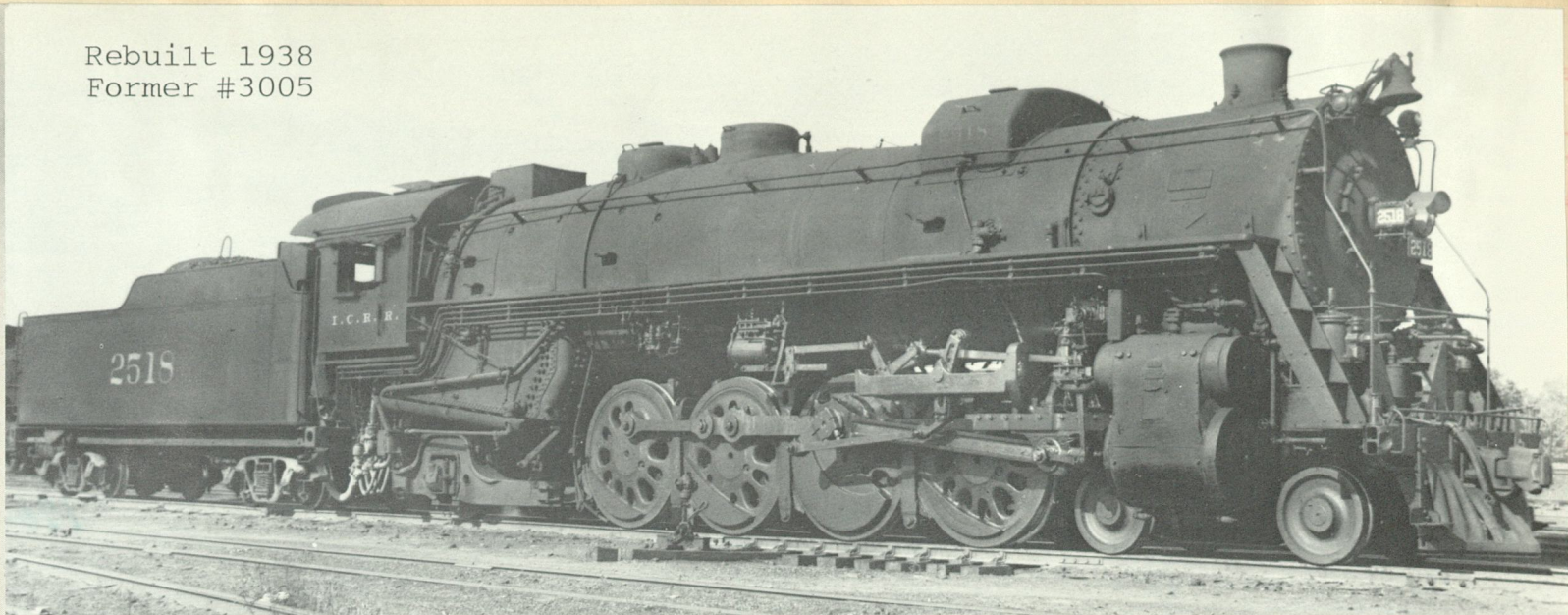
The 2512, ex 2993, at track speed northbound near Loda, Ill.



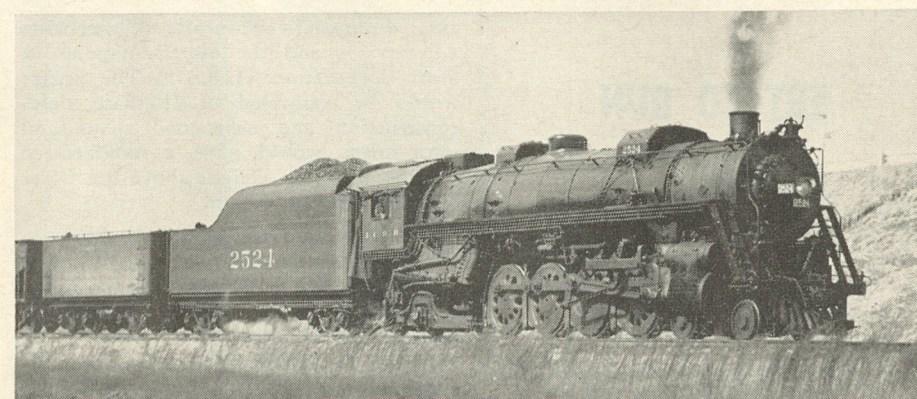
The former 2956 under the coal dock at Jackson, Miss.



The 2528, ex 2924, has a firm grip on her tonnage rolling into Mattoon.

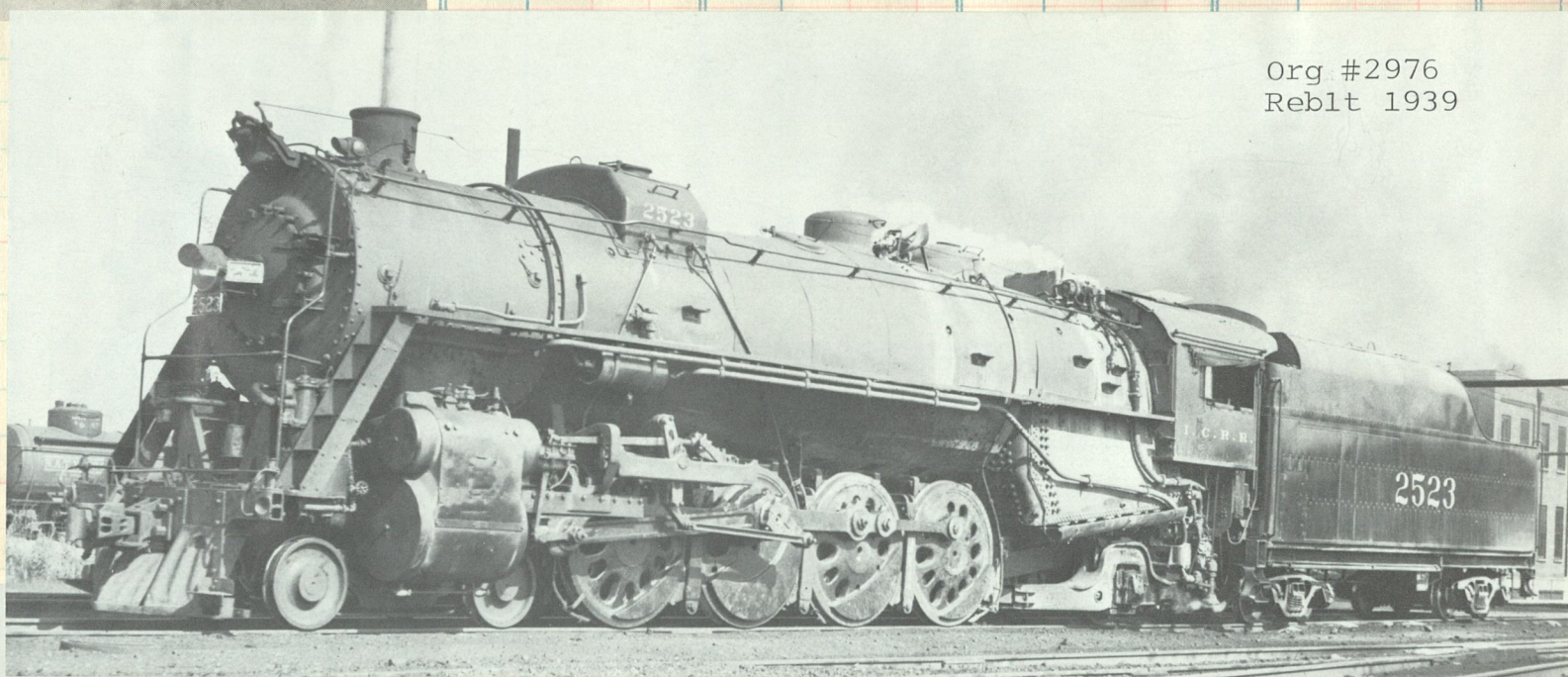


Rebuilt 1938
Former #3005



Ronald Wright.

JUST LIKE OLD TIMES DEPT.: Illinois Central Mountain-type 2524 leaves Paducah, Ky., for Princeton with empty hoppers February 18, 1960, during a diesel shortage.



Org #2976
Reblt 1939



Illinois Central 4-8-2 2551, one of the famed Paducah rebuilds from heavy 2-10-2s, is on a westbound freight at Eddyville, Ky., December 21, 1957.



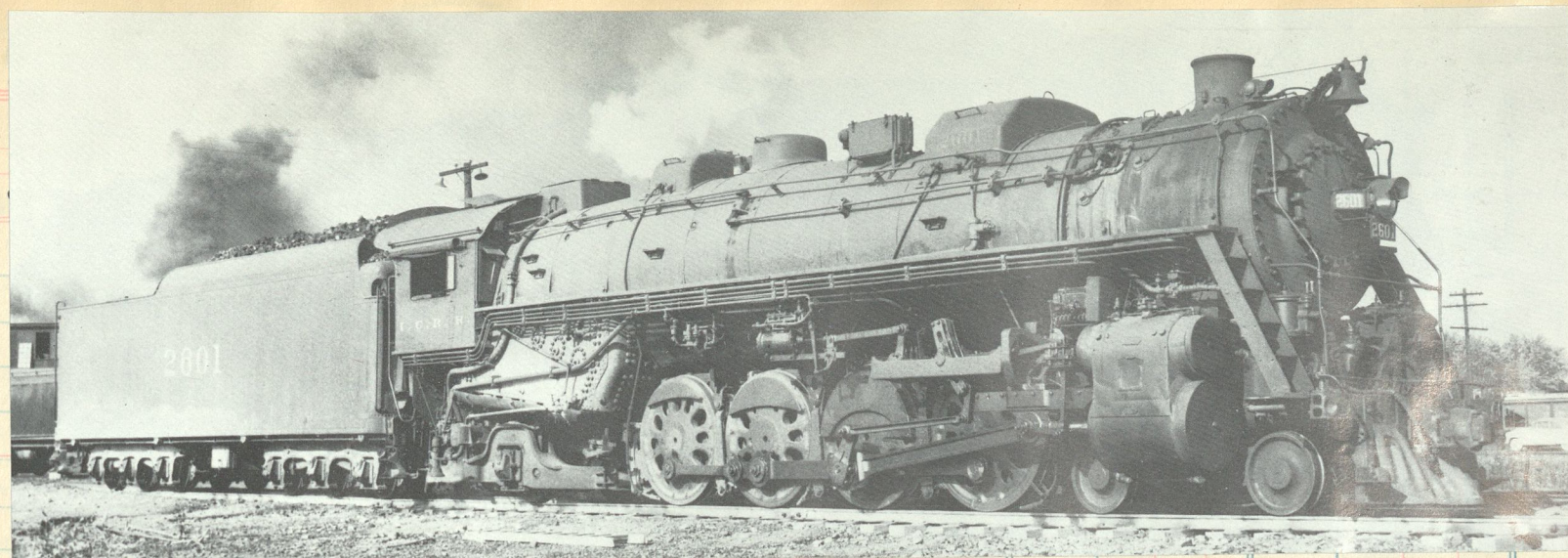
The former 3010 southbound near Watson, Ill

x 3012 reblt '42

New Illinois Central 4-8-2's

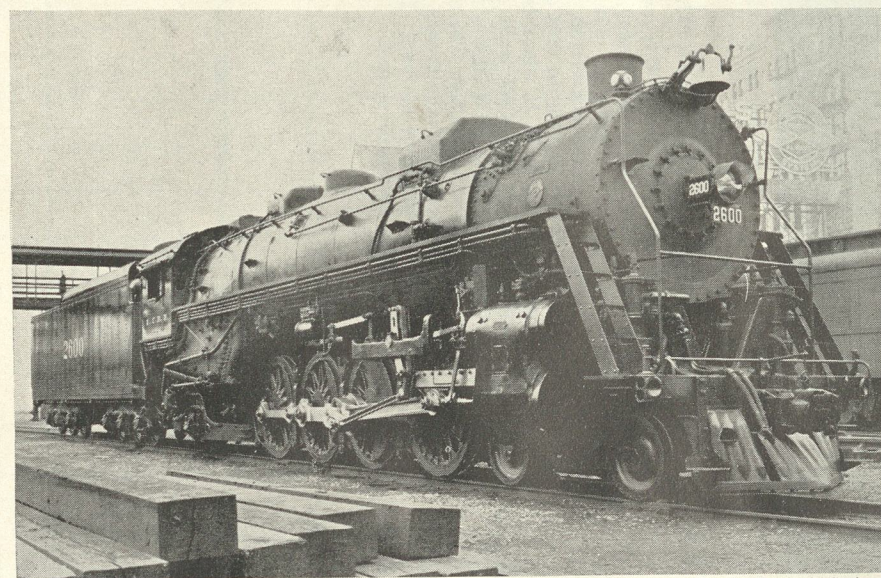
The Illinois Central is at present building 20 new Mountain-type locomotives of the 2600 class in its Paducah shops. These are built new from the ground up and should not be confused with the 4-8-2's of the 2500 class which were rebuilt from older 2-10-2 locomotives in 1937. These are the first locomotives to be built completely at Paducah, although some 271 engines have been rebuilt and modernized at these company shops since the IC started its motive-power improvement program in 1926. Just as unusual as the rebuilding of 2-10-2's into 4-8-2's was the conversion of a 2-8-4 into a 4-6-4. The resulting higher-drivened locos, like the new 2600 class, are eminently suited to rolling at sustained speed the Central's fast passenger, fruit, and merchandise trains. Principal specifications:

Cylinders, diameter and stroke	28" x 30"
Tractive force	78,545 lbs.
Drivers, diameter	70"
Weight on drivers	293,880 lbs.
Total weight of engine	423,893 lbs.
Tender capacity	Water, 22,000 gals.; Coal, 24 tons
Steam pressure	275 lbs.
Grate area	88.3 sq. ft.



2600-2619

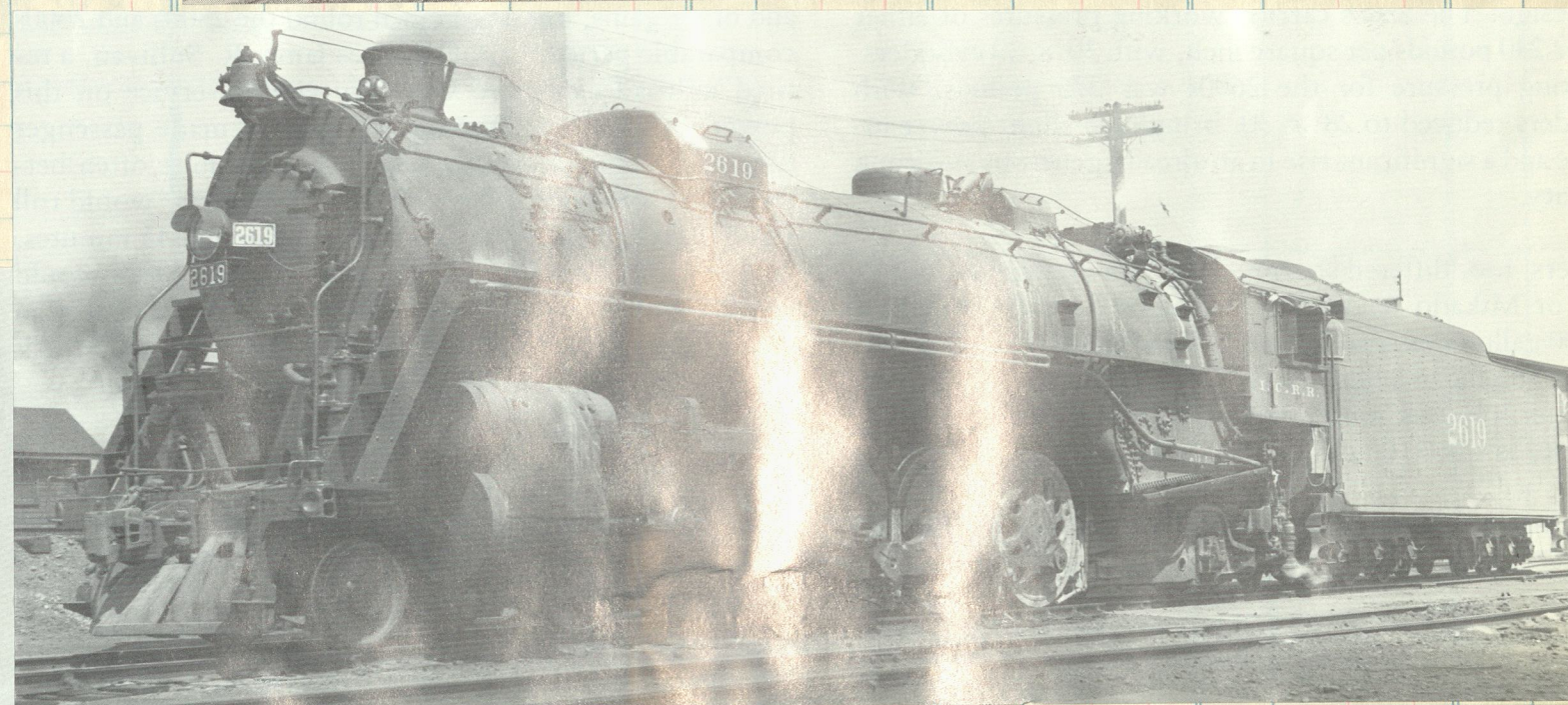
Paducah Shops 1942-43



Both photos courtesy Illinois Central System.



The 2603 with a
mile of reefers



Near Mattoon, Ill a
tailwind appears to be
helping the 2601 with 119
cars of Trn CN-1



On the Edgewood Cutoff

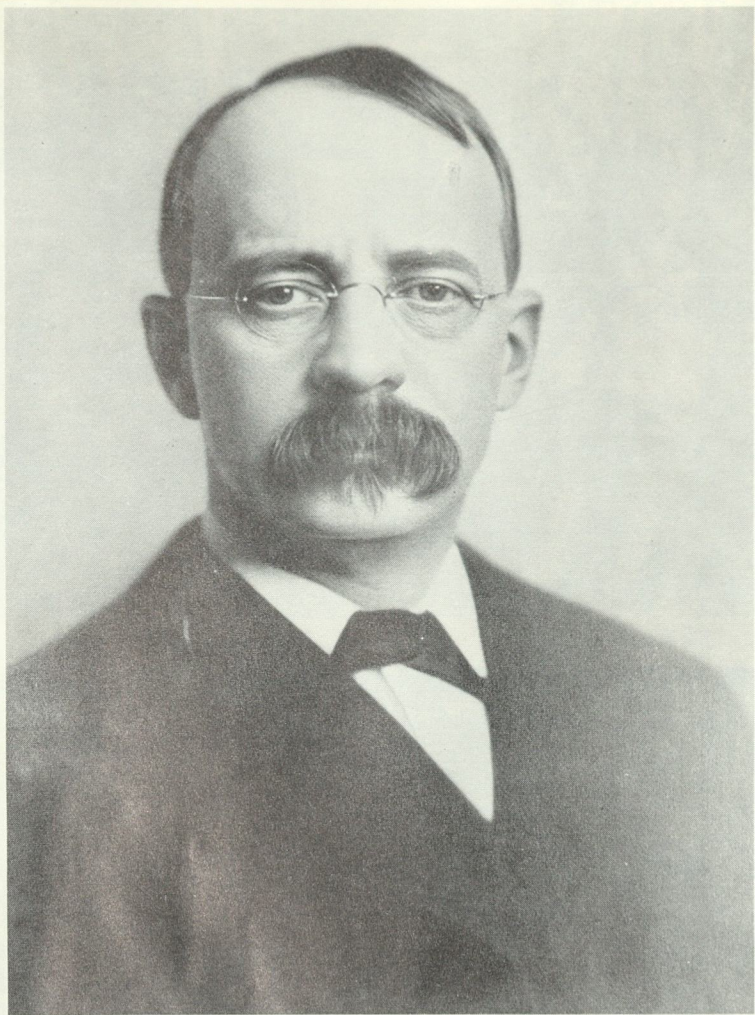


Illinois Central Mountain 2608, one of the all-new Paducah-built 4-8-2s, rolls northbound tonnage below Champaign, Ill. in 1956.

Harold J. Stirton

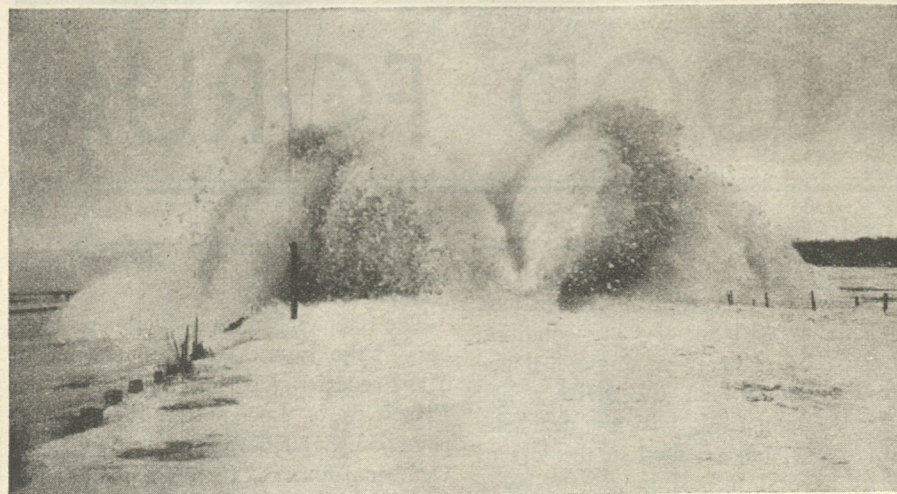
ntre

Sold



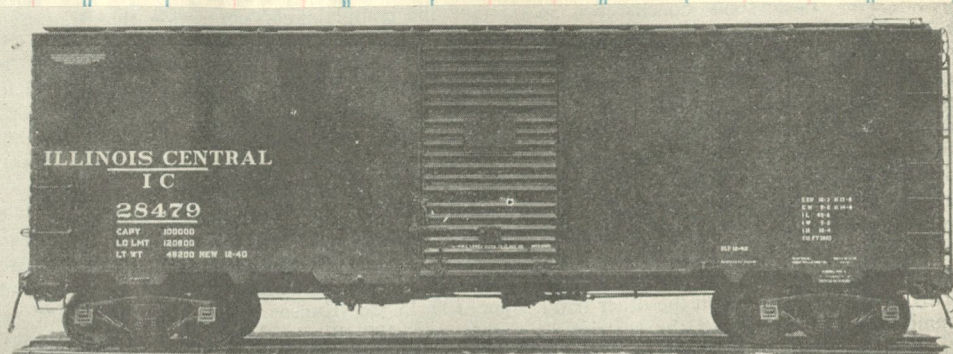
Edward H. Harriman
(1848-1909)

One of the most powerful figures in rail-road history. His 'Empire' controlled the Union Pacific, Southern Pacific, Illinois Central, Chicago & Alton, Central of Georgia and the Morgan Steamship Lines.



CLEARING THE TRACKS
You can't see it, but you know it's there from the way that snow is flying around. A snow plow of the Illinois Central Railroad cleaning up its tracks a half mile north of Calumet, Iowa. The young man who took this picture started to run for safety, dropped and fell in the snow and was completely buried under an avalanche. He was dug out without harm a few minutes later, according to Brother John Dunn, L. C., Div. 699, who sent us the picture.

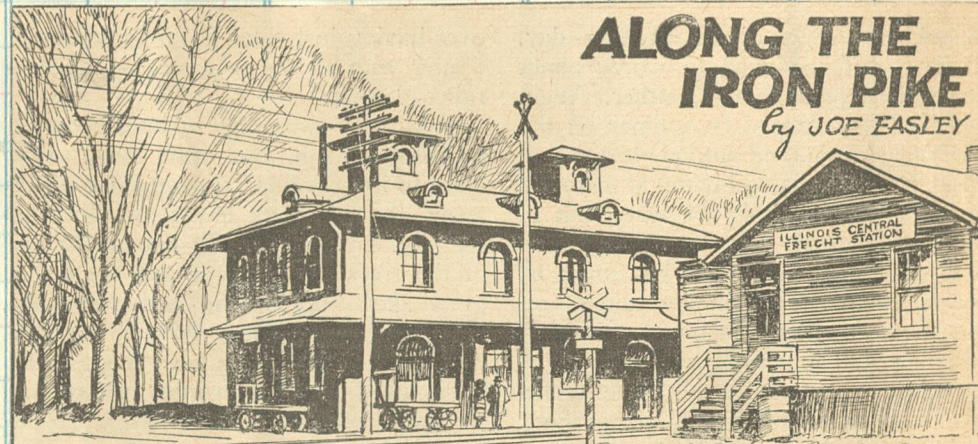
No. Sold Amount



GATC 1940



No. 11, one of twenty Official cars on the system



"DON'T GIVE US A NEW STATION" SAID CITIZENS OF GALENA, ILL. THEY LIKE THE ARCHITECTURE OF THE PRESENT ILLINOIS CENTRAL DEPOT WHICH HARMONIZES WITH THAT OF HISTORIC BUILDINGS THROUGHOUT THE CITY (Illinois Central Magazine)



Captured by Photographer Streit from Chicago's 23rd Street Bridge, Illinois Central Mountain 2307 pulls out of the road's main station after delivering a train from the south on August 13, 1949.

	Total
Add—Error	DATE
Deduct “	DATE
	Total
Add Working Fund	
Total to be Accounted for	
Cash to Agent	
Agent's Signature	
Cash to next Seller	
Next Seller's Signature	
Total Accounted for	



EPILOG

NYCS
AP A-46

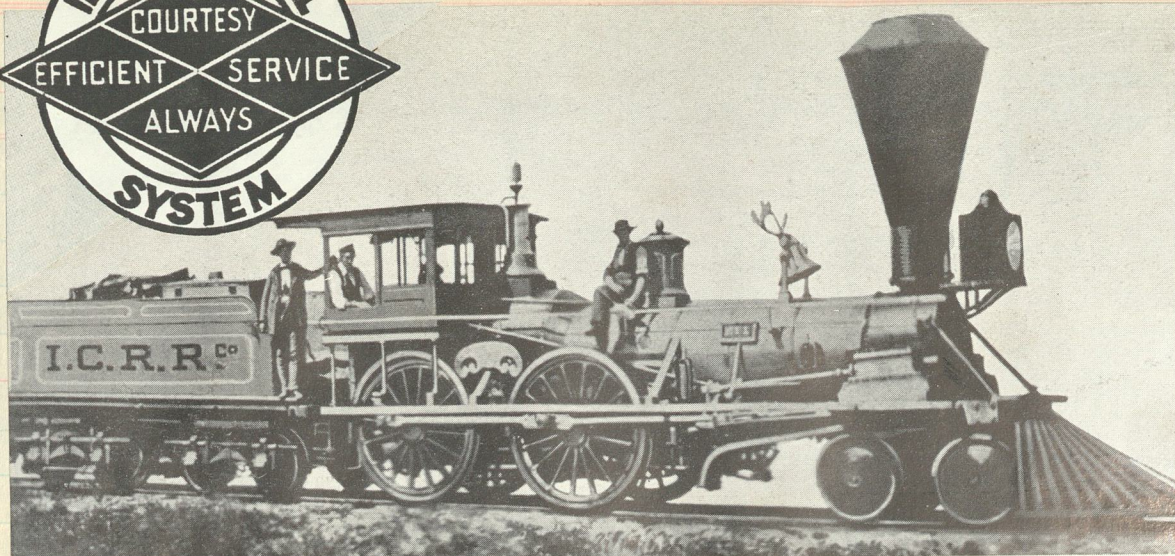
7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet

120

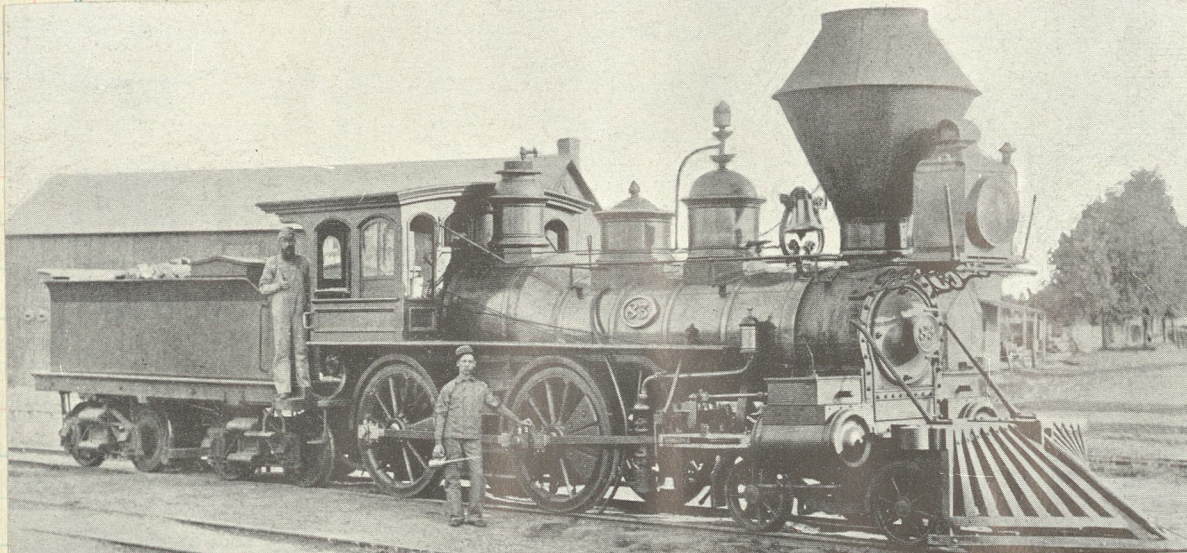
Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

Clos. No. Sold Amount Clos. No. Sold Amount



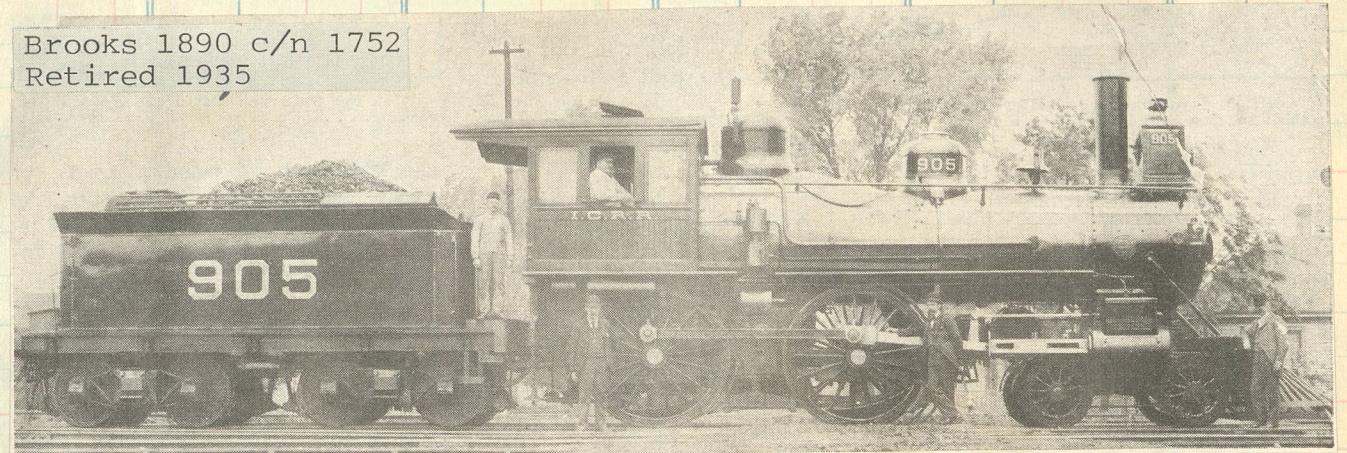
No. 1 was the infant Illinois Central Railroad's first locomotive, built in 1853 by Rogers, Ketcham & Grosvenor, Paterson, N. J. This 4-4-0 engine was a wood-burner, with 60-inch drivers and 140-pound boiler pressure; its inclined cylinders measured 13½ by 22 inches; its tractive effort was 7,952 pounds. The 4-4-0 wheel arrangement, used for a generation on American railroads almost to the exclusion of any other, naturally became known as the "American" type.

The ALPHA and the OMEGA
Ninety years of Locomotive
progress on the Illinois
Central

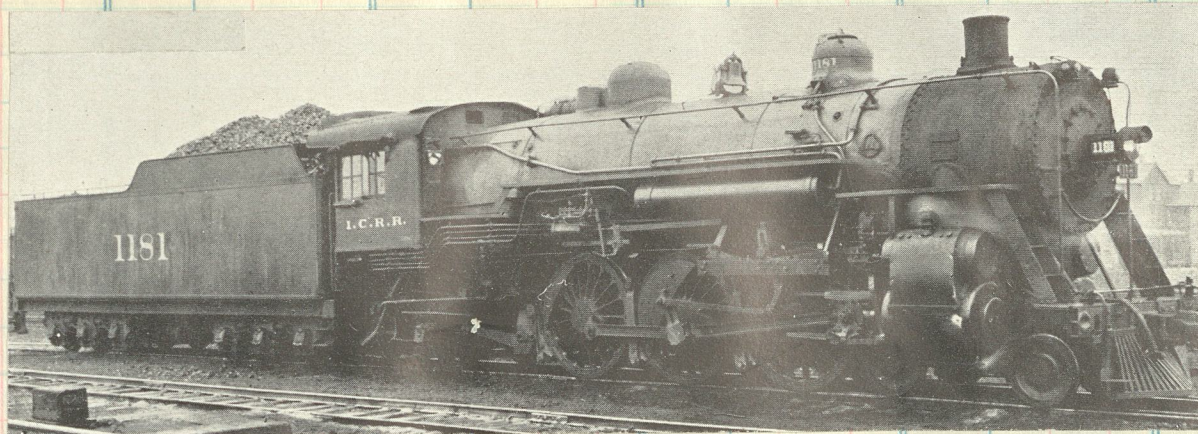
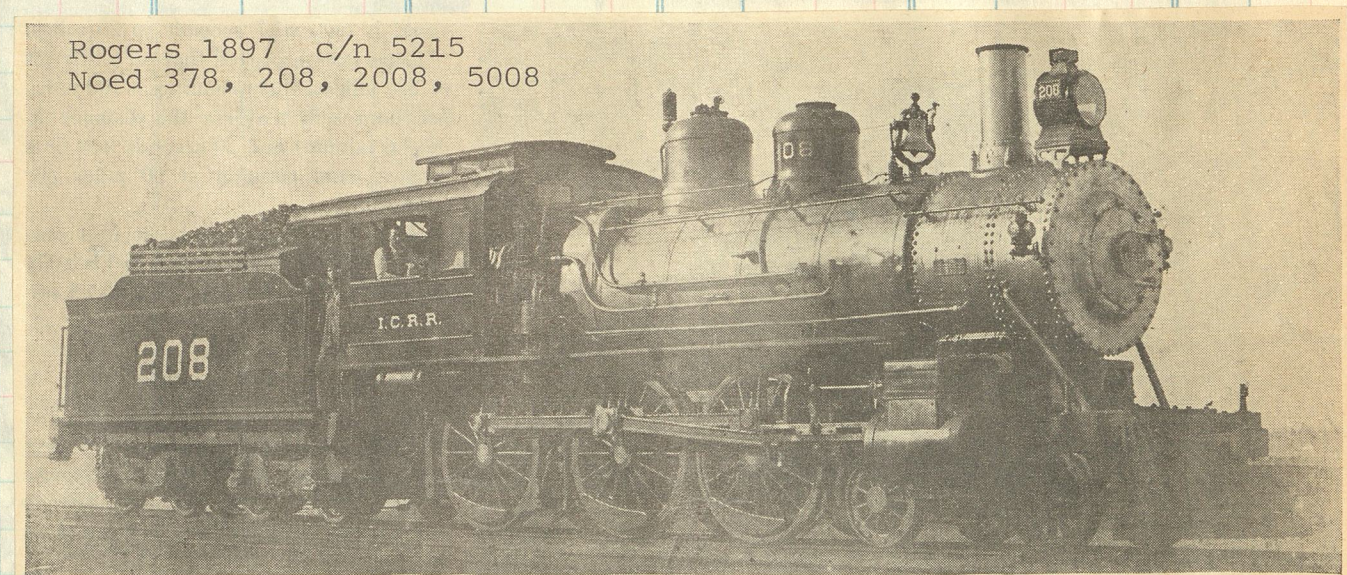


No. 83, another characteristic 4-4-0 (or "American") type, was built in 1856 by Rogers, Ketcham & Grosvenor at Paterson, N. J. The boiler pressure was 140 pounds, cylinders 16 by 22 inches and driving wheels 54 inches. The smaller driving wheels increased the tractive effort to 12,411 pounds, nearly 50 per cent above that of No. 31. This trend toward greater power to haul heavier trains was in early evidence on the Illinois Central.

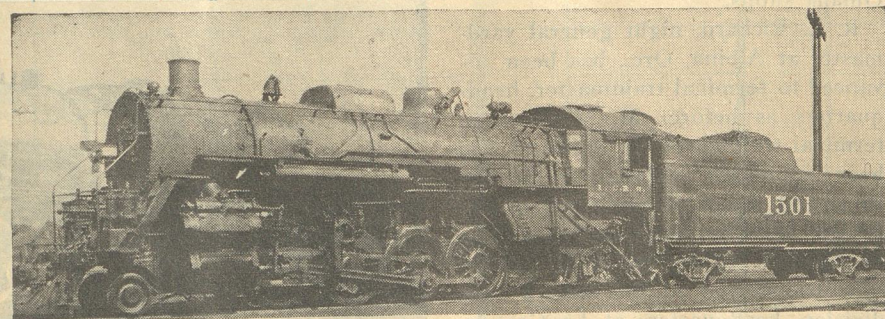
Brooks 1890 c/n 1752
Retired 1935



Rogers 1897 c/n 5215
Noed 378, 208, 2008, 5008



The 4-6-2's ... c 1905-1920

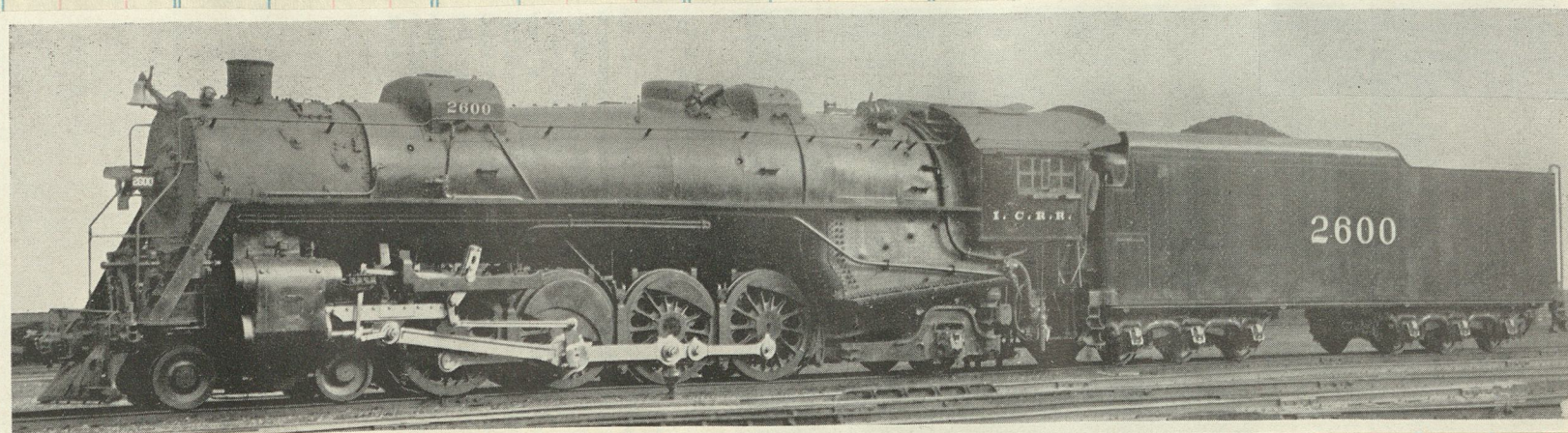


The Mikes ... c 1911-1923



The Illinois Central's First Locomotive and One of Its Latest

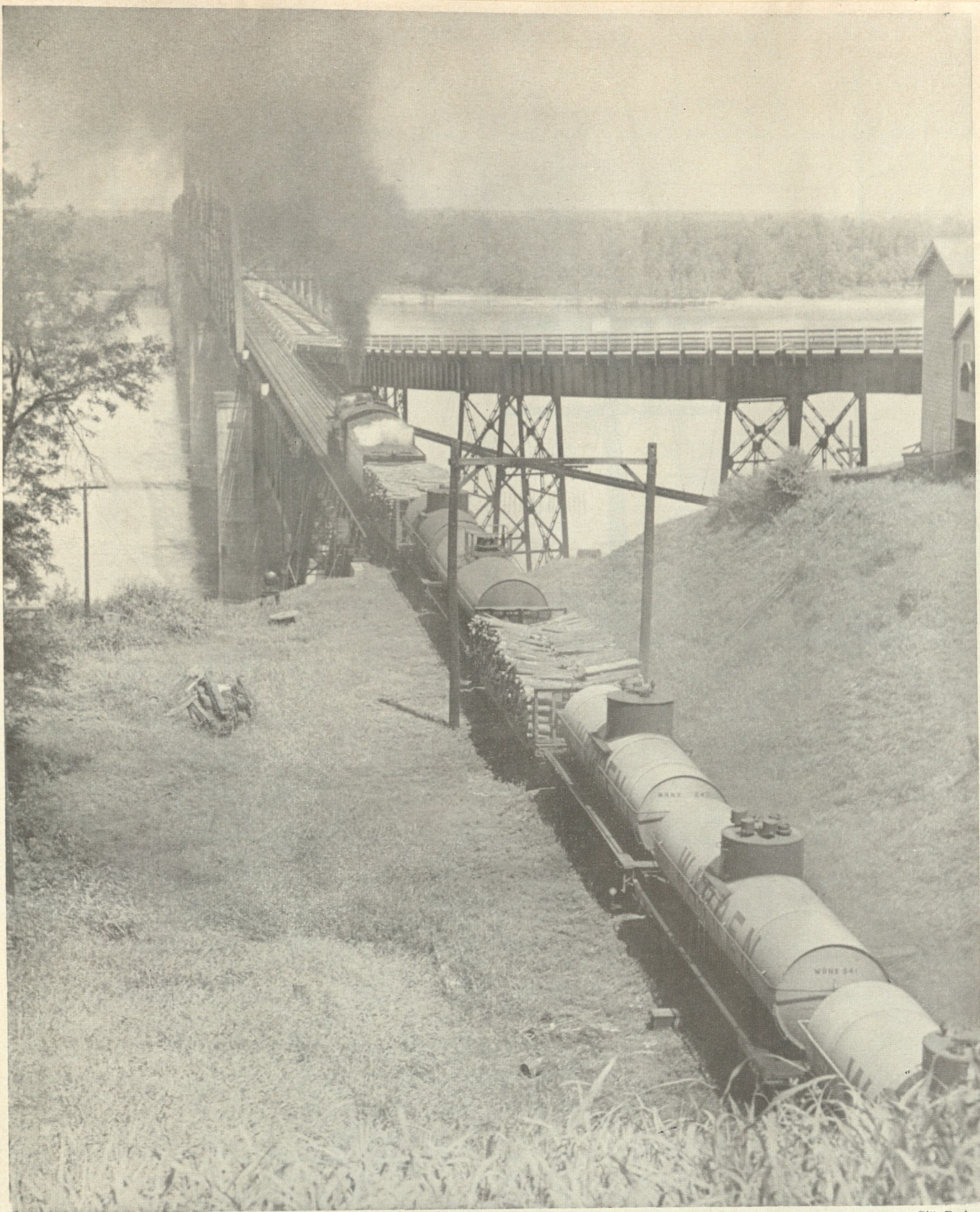
(1921)



The termination of steam on the Illinois Central was accomplished with the construction of twenty superb 4-8-2's. All were built at Paducah, nos 2600-2604 were completed in 1942 with 2605-2619 being finished in 1943.

The V.S.& P.-A.& V. leased by the I. C. in 1926

Vicksburg Route Division.									
Table 59—MERIDIAN, VICKSBURG AND SHREVEPORT.									
FOR		203	201	Mis.	May 1, 1933.	204	202		
		P. M.	A. M.		(Center of road.)	P. M.	A. M.		
A. & V.	1215	315	6.8	Meridian	6. ar.	545	210		
	1227	—	lv.	Lost Gap	...	1528	—		
	1234	—	12.6	Meehan	...	1520	—		
	1242	—	17.1	Chunky	...	1612	—		
	1250	—	17.1	...	...	1612	—		
	1302	407	30.0	Newton	...	455	137		
	1308	—	35.1	Lawrence	...	1446	—		
	1316	1422	40.9	Lake	...	1437	1101		
	127	436	40.6	Forest	...	121	1248		
	148	1453	40.5	...	...	131	11232		
V. S. & P.	149	—	46.5	Clarksburg	...	1357	—		
	155	1506	69.2	Pelahatchie	...	343	1129		
	1203	—	75.8	Rankin	...	1535	—		
	211	—	81.1	Brandon	...	328	—		
	1217	—	85.5	Brandon	...	328	—		
	1225	—	90.7	Pearson	...	314	—		
	235	542	96.1	arr. Jackson	6. lv.	503	1135		
	310	605	96.1	lv. Jackson	6. arr.	225	1125		
	325	621	105.4	Clinton	...	205	111		
	100	—	106.8	Newbern	...	153	1069		
P. M.	336	635	113.4	Bolton	...	153	1069		
	—	—	113.5	Champion Hill	...	138	1047		
	350	650	127.3	Edwards	...	138	1047		
	403	—	130.4	Smiths	...	1125	—		
	—	—	130.4	Bovina	...	1125	—		
	—	—	132.6	Newmans	...	110	1020		
	420	720	139.7	ar. Vicks-Cherry, lv.	burg (Streel), ar.	110	1020		
	435	725	139.7	lv. burg (Streel), ar.	Delta, lv.	110	1010		
	1453	1515	145.5	Mound	...	11233	—		
	—	—	157.9	Barnes	...	1216	919		
P. M.	516	810	161.4	Tallulah	...	1216	919		
	—	—	165.5	Lake One	...	1203	—		
	525	822	165.5	Quincy	...	1175	—		
	—	—	172.0	Tendall	...	1147	848		
	534	831	174.5	Waverly	...	1147	—		
	541	841	179.5	Delhi	...	1132	848		
	548	848	184.5	Dunns	...	1132	—		
	552	853	190.1	Bea Ridge	...	1132	—		
	—	—	191.4	Bee Bayou	...	1132	—		
	604	007	194.8	Rayville	...	1138	821		
P. M.	1609	1012	197.9	Girard	...	1104	—		
	1615	1018	202.3	Crew Lake	...	1104	—		
	—	—	206.1	Mill Creek	...	1104	—		
	650	050	216.1	arr. Monroe	6. lv.	1044	745		
	650	050	216.1	lv. Monroe	6. ar.	1044	745		
	1653	1054	216.4	West Monroe	...	1036	1757		
	—	—	224.0	Cheniere	...	1103	—		
	1718	1031	228.1	...	...	1103	—		
	1732	1030	236.0	Tremont	...	1078	1718		
	1739	1038	239.5	Choudrant	...	1058	1707		
P. M.	1754	1053	247.0	arr. Ruston	6. lv.	684	650		
	1754	1053	247.0	lv. Ruston	6. ar.	684	650		
	1802	1057	251.3	Grambling	...	680	1640		
	1813	1052	257.0	Simsboro	...	692	653		
	1810	1051	257.0	Simsboro	...	692	653		
	824	1128	269.5	Arcadia	...	910	622		
	—	—	267.6	Fords	...	854	608		
	835	1133	271.3	...	...	854	608		
	—	—	275.5	Nelson	...	785	560		
	856	1150	282.6	Dubberly	...	830	545		
P. M.	802	1208	285.5	Sibley	...	830	545		
	—	—	288.1	Danchite	...	786	524		
	1914	1220	290.7	...	...	786	524		
	—	—	295.0	Wadley	...	786	524		
	1924	1230	297.9	Haughton	...	786	524		
	—	—	303.3	Bodcau	...	786	524		
	—	—	307.8	Fosters	...	786	524		
	—	—	312.2	Bossier	...	786	524		
	855	110	313.1	Shreveport	...	740	500		
	—	—	313.1	ARR. (Union Depot), L.V.	...	740	500		



A westbound freight out of Vicksburg starts across the Mississippi bridge for Delta Point on the Louisiana shore.



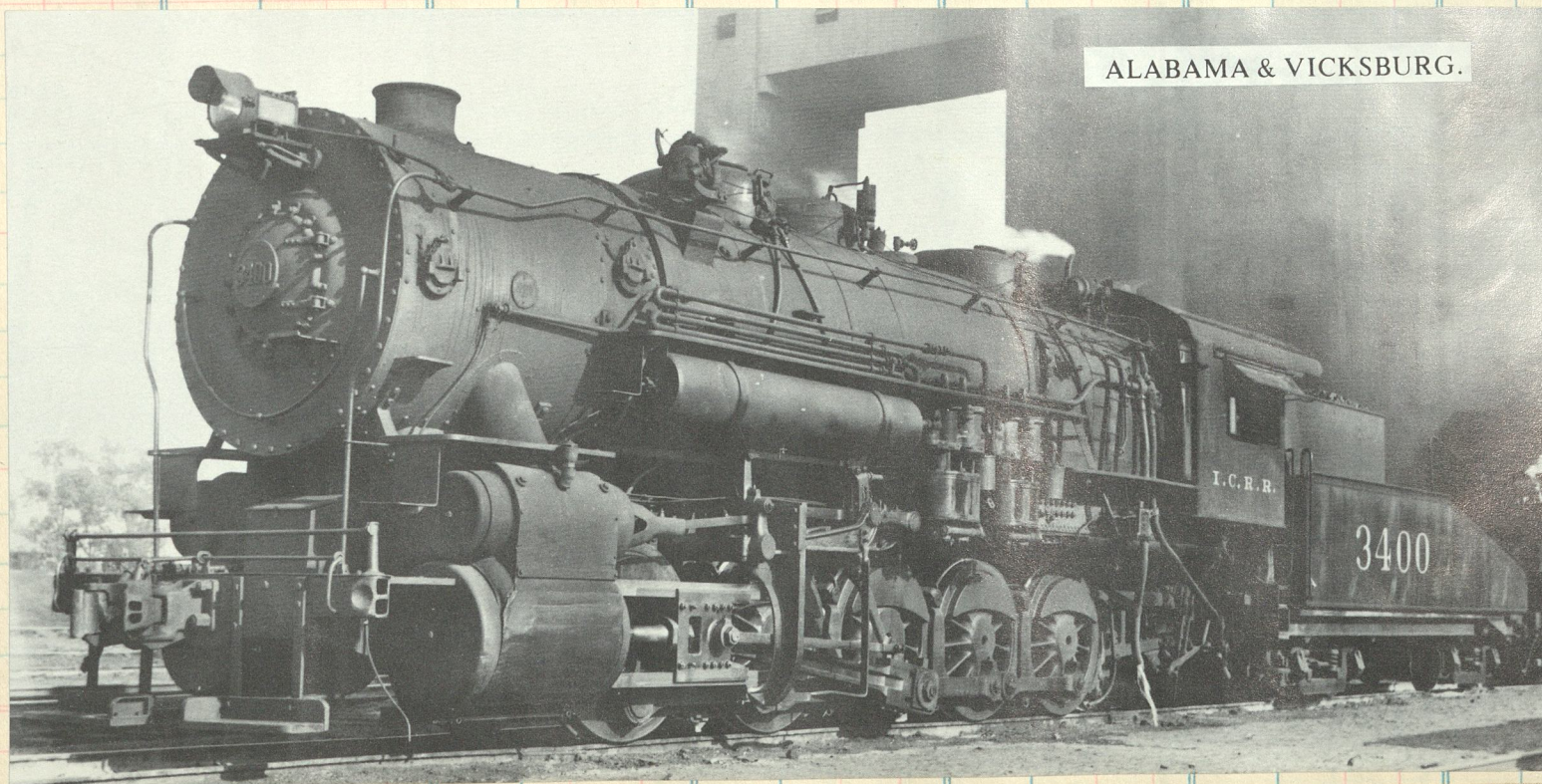
Train 276, Dispatch Freight SD-6, fresh out of Shreveport, passes through Bossier City, La. in the 1930s behind Mikado 3971.

Ex N.V. 462



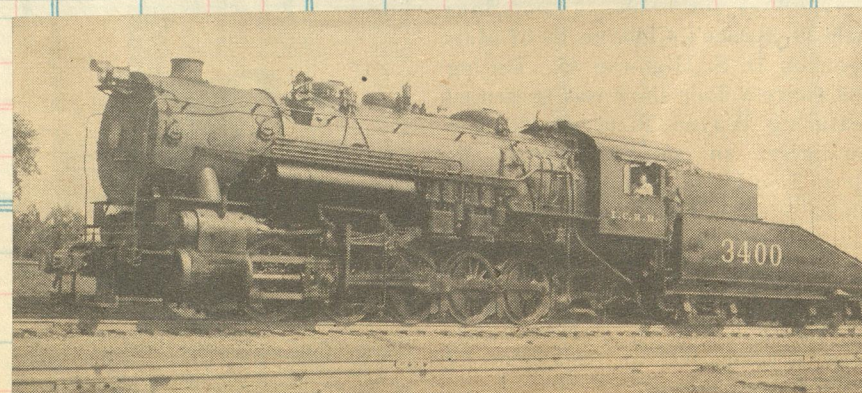
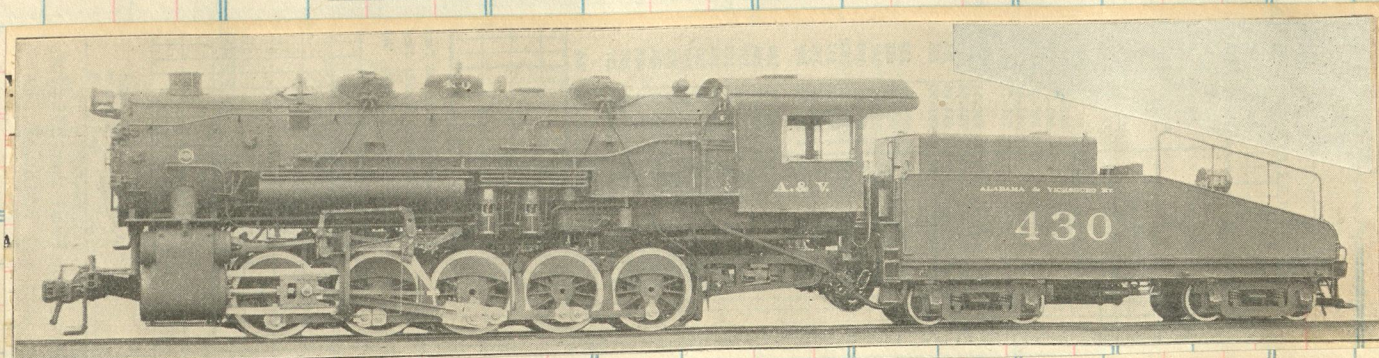
This immediate trackage also used by trains of the L. & A. and StL S-W.

The 1054 with Trn #202 out of Shreveport has just crossed the Red River Bridge and drifting into Bossier City yard.



ALABAMA & VICKSBURG.

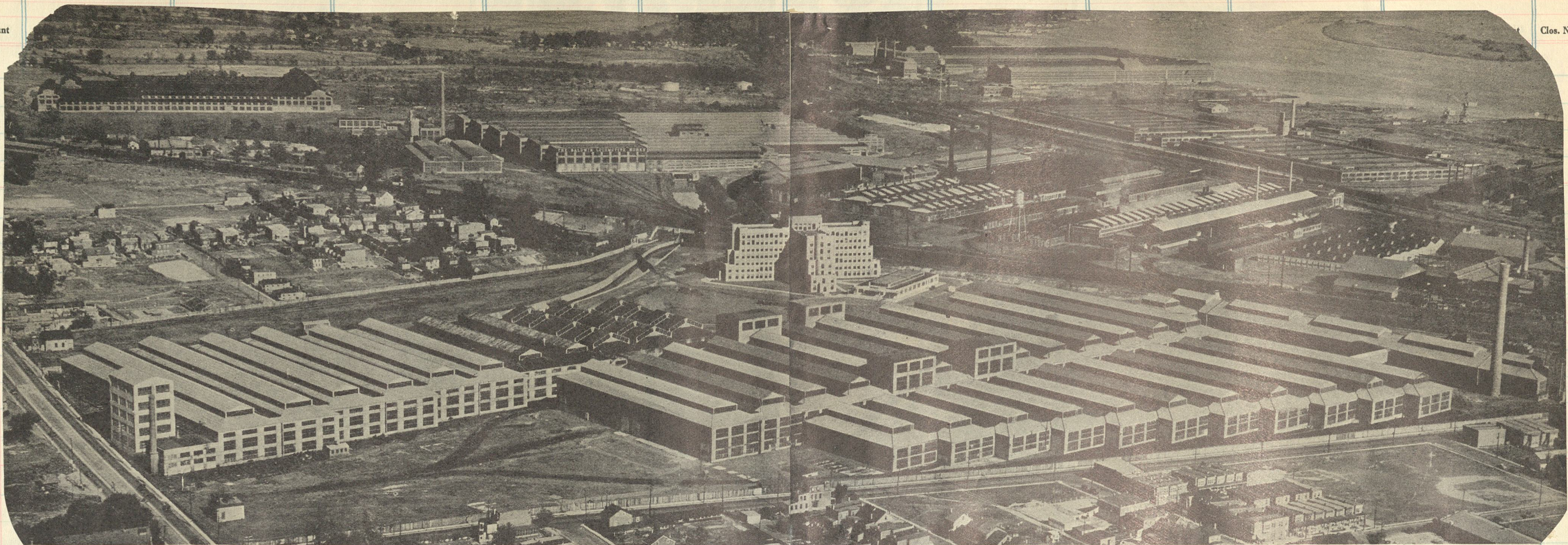
This massive 0-10-0 was built by Baldwin 1922 as Alabama & Vicksburg #430 c/n 55578. Later as I.C. #3400 renoed 3600.



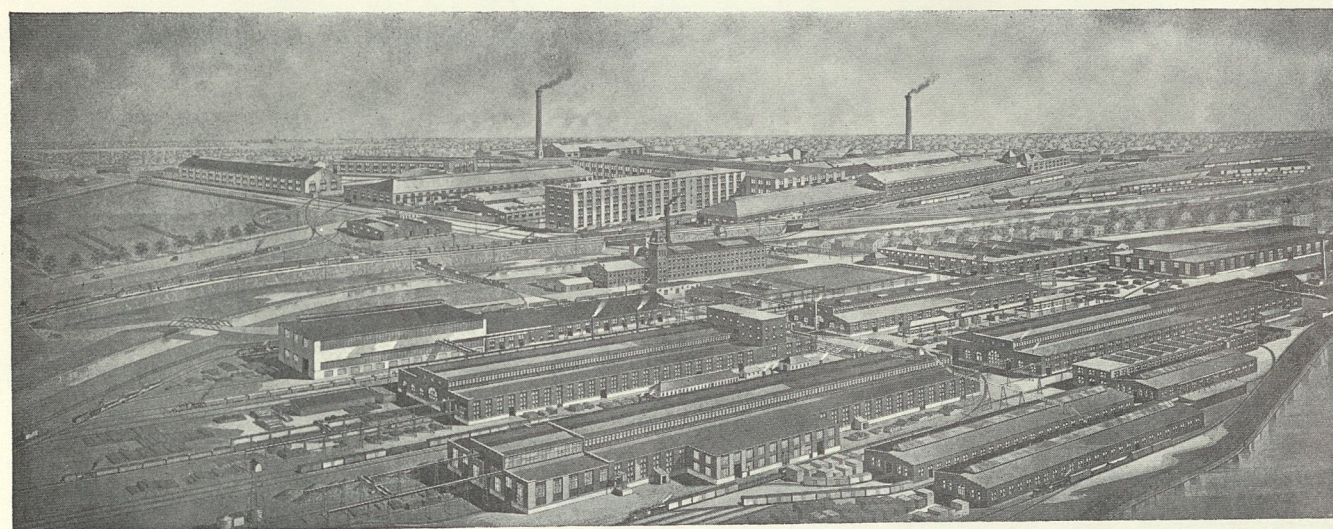
IN USE AT THE MARKHAM YARD HUMP OF THE I. C. R. R.

RECORD OF TICKET SALES AT

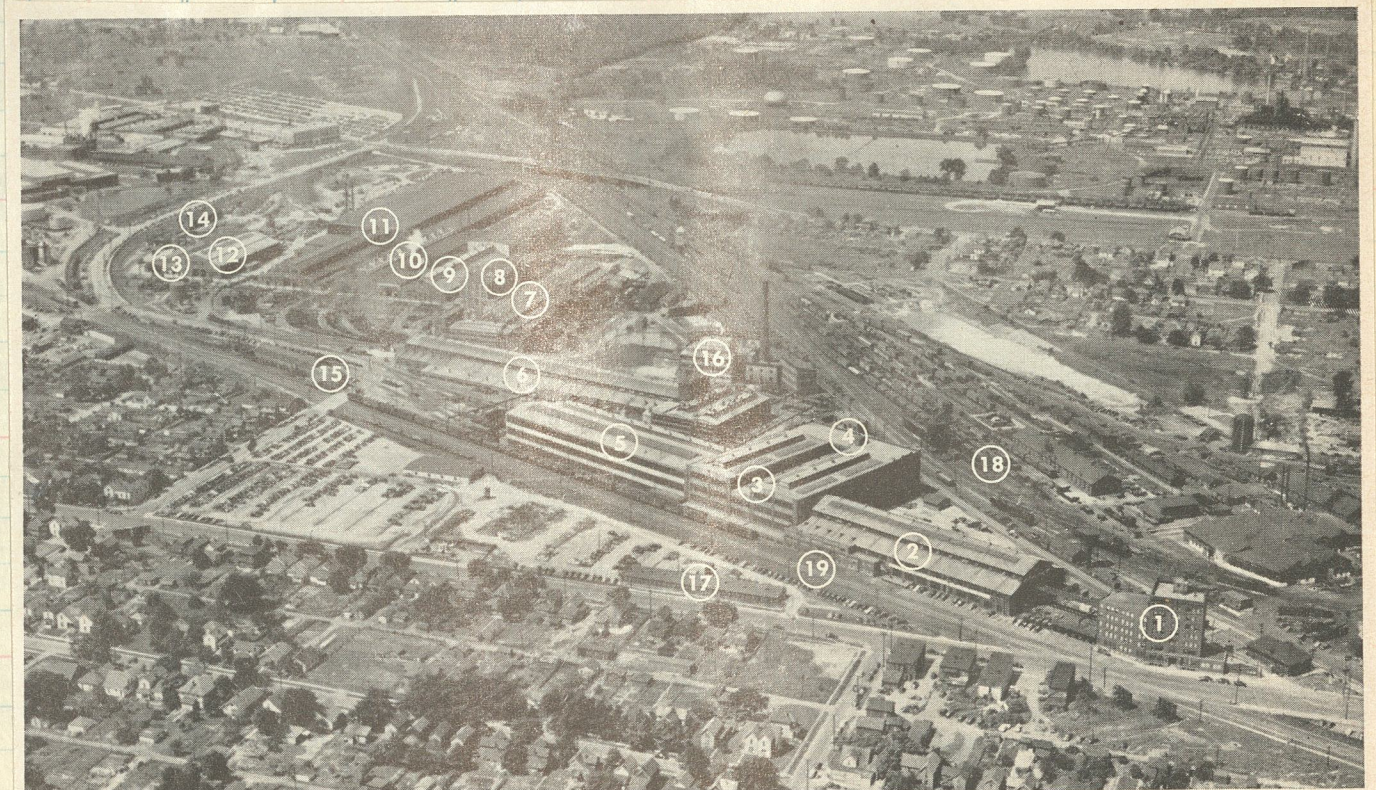
CUT HERE
To Make
Short Sheet



Baldwin Locomotive Works, Plant, Eddystone, Pa.



SCHENECTADY WORKS, SCHENECTADY, N. Y.



Lima Locomotive's plant lies on the south side of the Ohio city in a V between the tracks of the Nickel Plate (whose Lima Shops and freight yards may be seen here) and the Baltimore & Ohio.

1. Main office
2. Crosshead, guide and valve shop
3. Erecting shops
4. Locomotive storeroom and pipe shop
5. Wheel, rod and cylinder shop
6. Boiler shop
7. Iron foundry
8. Pattern shop
9. Tender and cab shop
10. Smith shop
11. Shovel and crane shop
12. Truck shop
13. Carpenter and paint shop
14. Laboratory and scale house
15. Hospital
16. Powerhouse
17. Shovel engineering department
18. Nickel Plate yards
19. Baltimore & Ohio Railroad

12 127

New York Central System

RECORD OF TICKET SALES AT

SELLER
DATE
FORM

DESTINATION

Amt.

Com. No.

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

Sold

Add
Ded

Add
Tota
Cash
Ager
Cash
Next
Tota

Total

Add—Error

DATE

Deduct “

DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

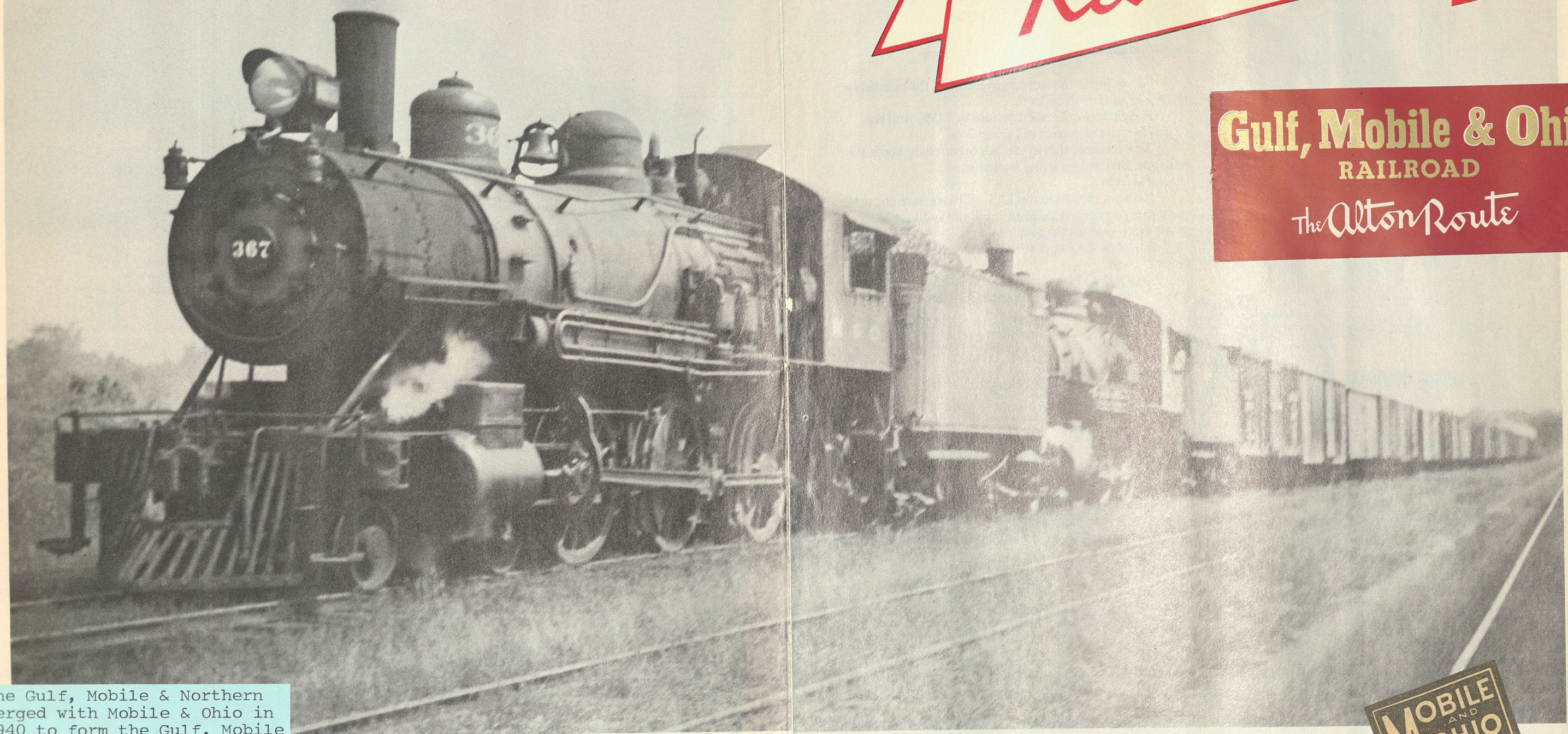
Total Accounted for

Gulf, Mobile & Ohio

128

The Rebel Route

Gulf, Mobile & Ohio RAILROAD The Alton Route

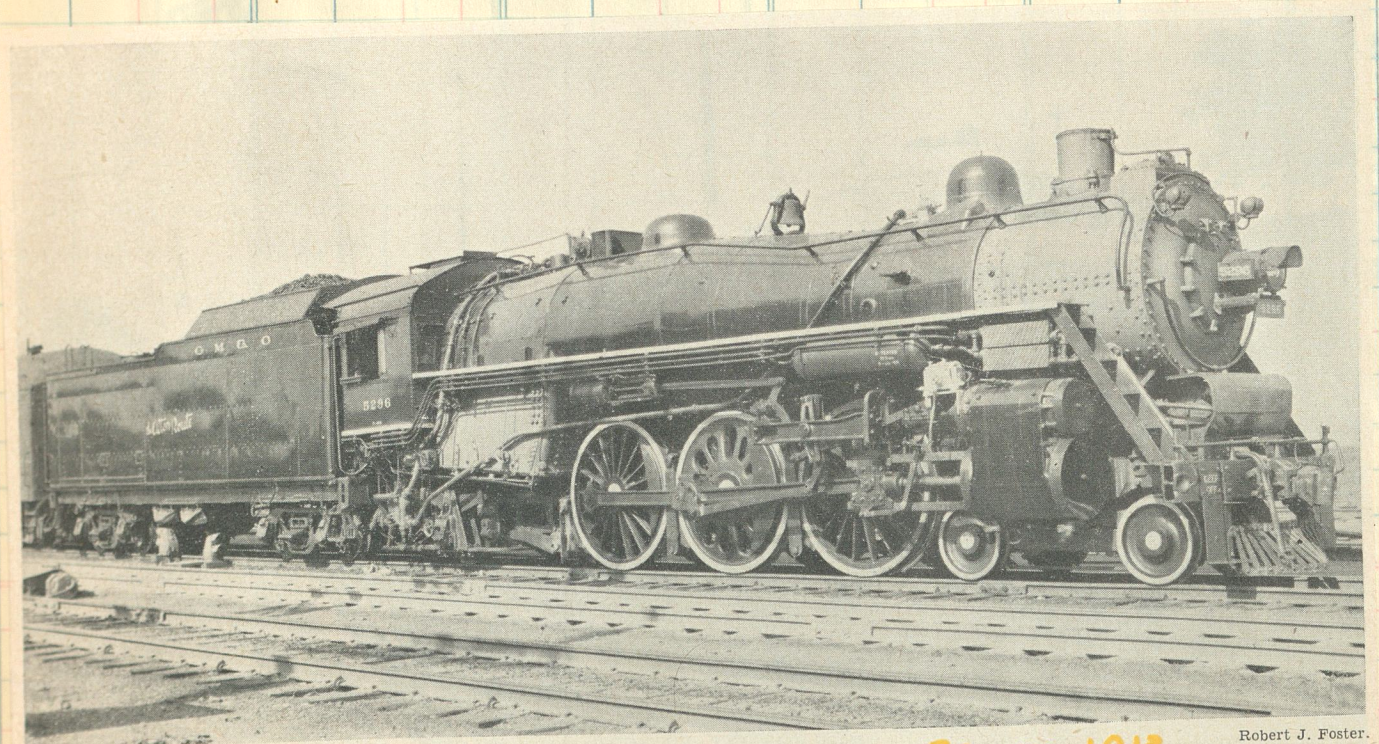


The Gulf, Mobile & Northern merged with Mobile & Ohio in 1940 to form the Gulf, Mobile & Ohio. The Alton was acquired to form the present system in June 1947

Both by Baldwin 1905

Ten-Wheelers in tandem

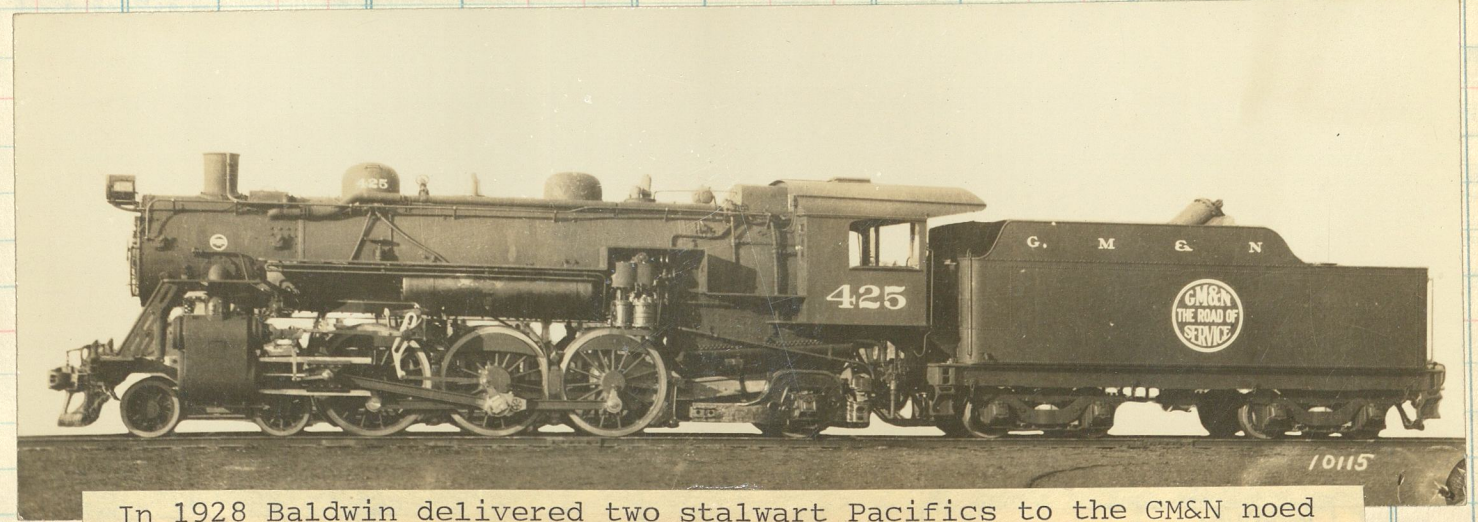
ONE of the earliest Joe Sadler action shots is this October 1937 view of Mobile & Ohio Nos. 367 and 353 near Montgomery, Ala. Prior to merger with Gulf, Mobile & Northern, the M&O often doubleheaded aging 4-6-0's to handle its freight business on its line between Montgomery and Artesia, Miss., a 181-mile run.



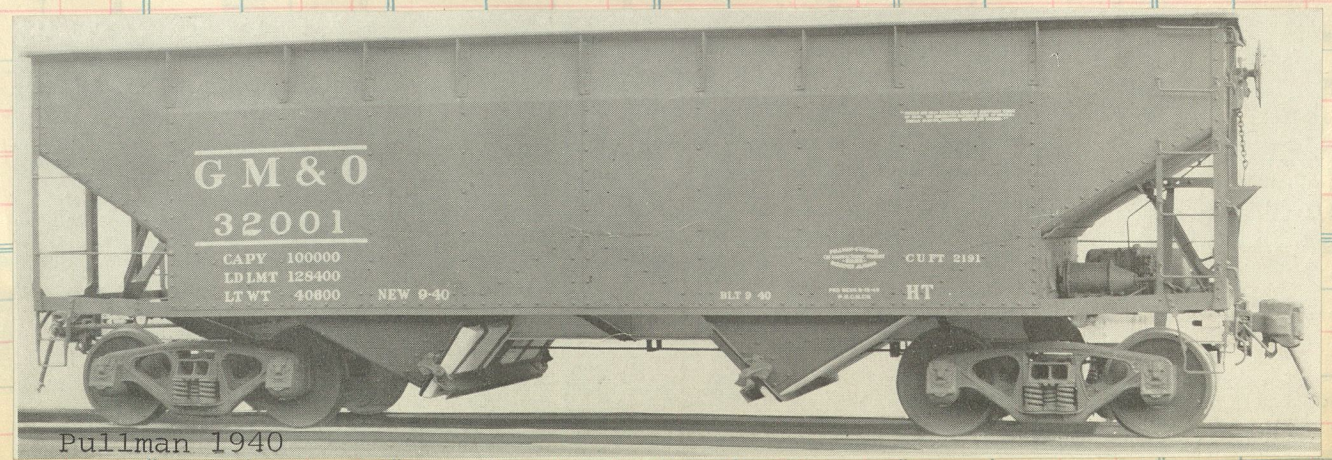
Gulf, Mobile & Ohio's class P-16b Pacific went through many modifications before reaching her prime just in time to come to grief at the hands of a growling diesel. She was Chicago & Alton No. 656, then Alton 5296. She became GM&O 5296, painted a deep red, before feeling the torch.

Brooks 1913

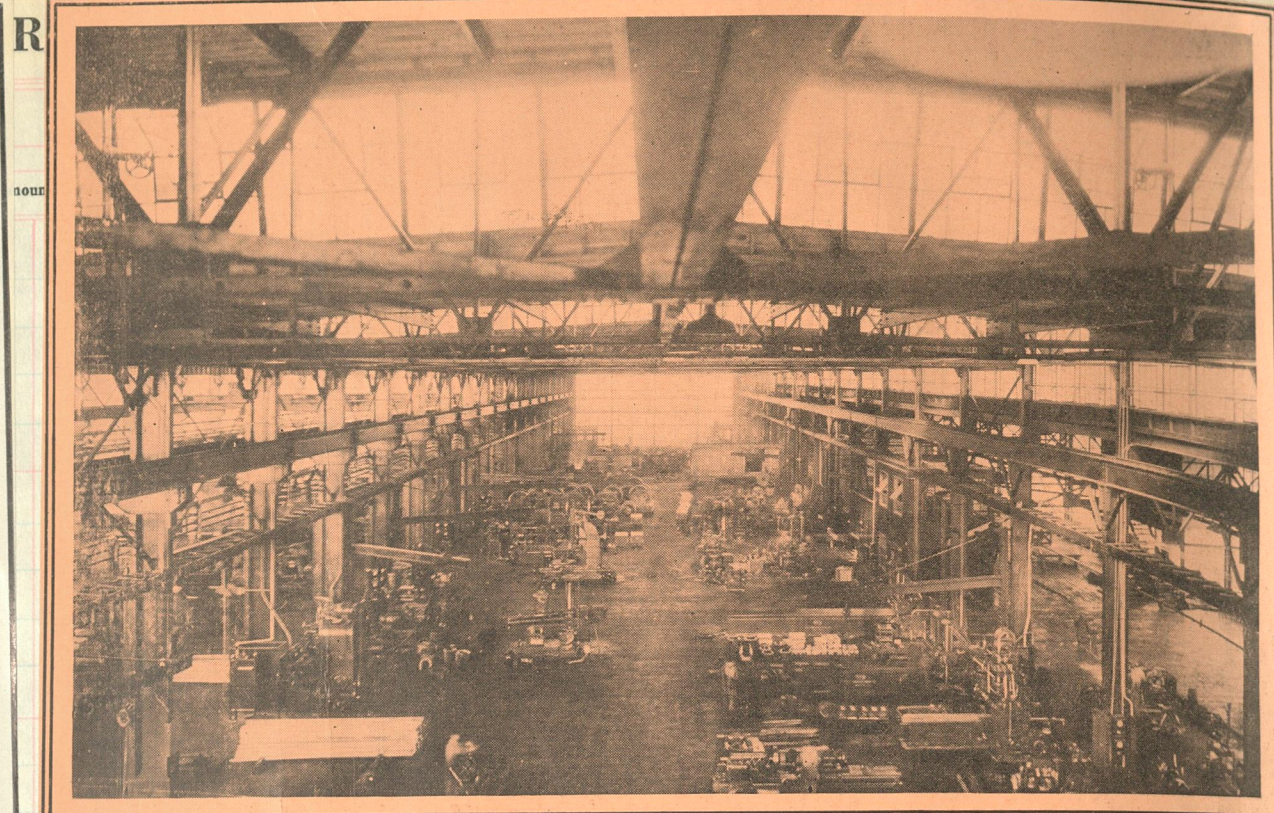
Robert J. Foster.



In 1928 Baldwin delivered two stalwart Pacifics to the GM&N noed 425 & 426, c/n 60339-40. To GM&O 580-581. Later sold to the Comite & Southern



Pullman 1940

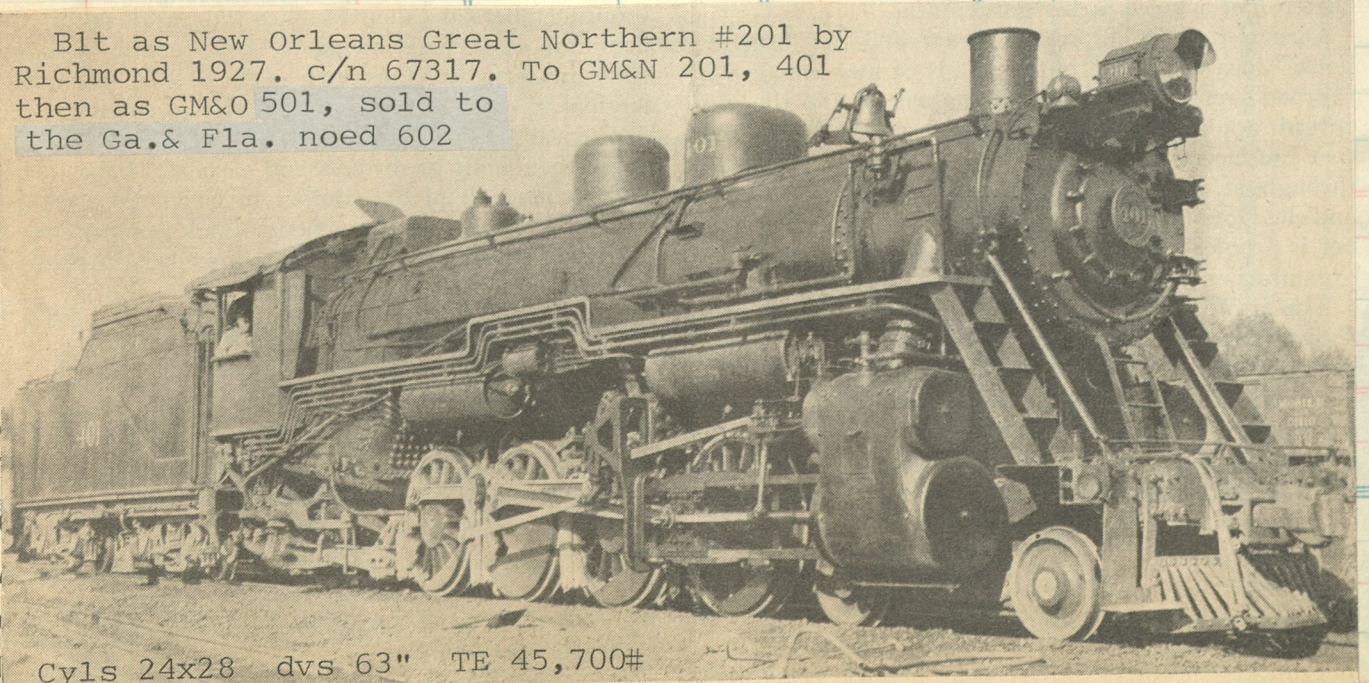
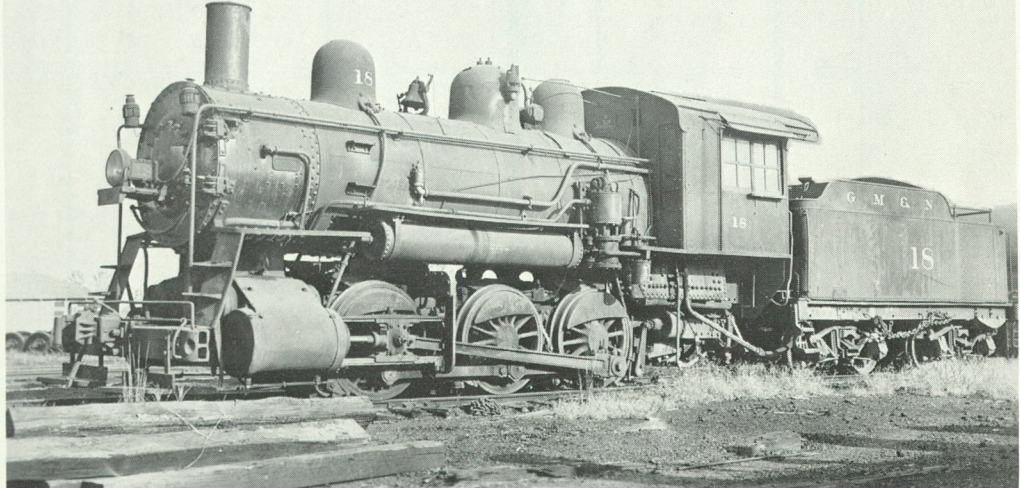


NEW MOBILE & OHIO RAILROAD SHOPS
JACKSON, TENN.

A Lima Mike (1924 c/n 6773) #470 rolls the tonnage south of Cairo on the M&O main line



GM&N #18, b1t by Cooke 1906, c/n 40724, for the LS&MS #4603, to GM&O #18

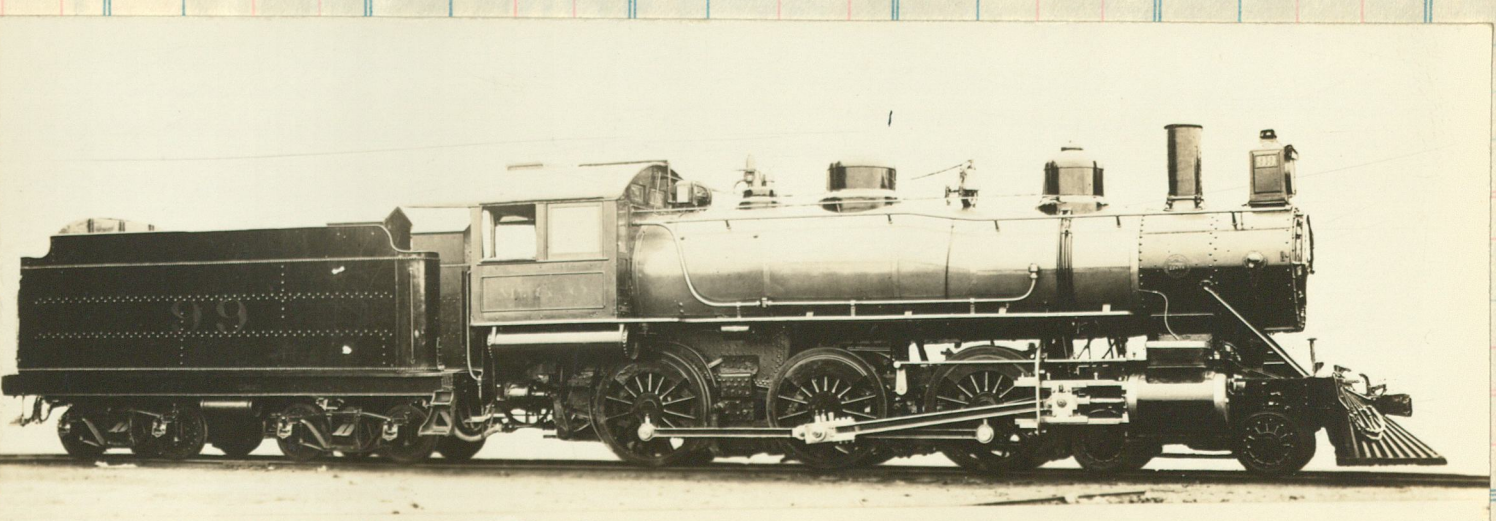


B1t as New Orleans Great Northern #201 by Richmond 1927. c/n 67317. To GM&N 201, 401 then as GM&O 501, sold to the Ga. & Fla. noed 602

Cyls 24x28 dvs 63" TE 45,700#

LOCOMOTIVE 401 OF THE GULF, MOBILE & NORTHERN, PHOTOGRAPHED AT JACKSON, MISS.

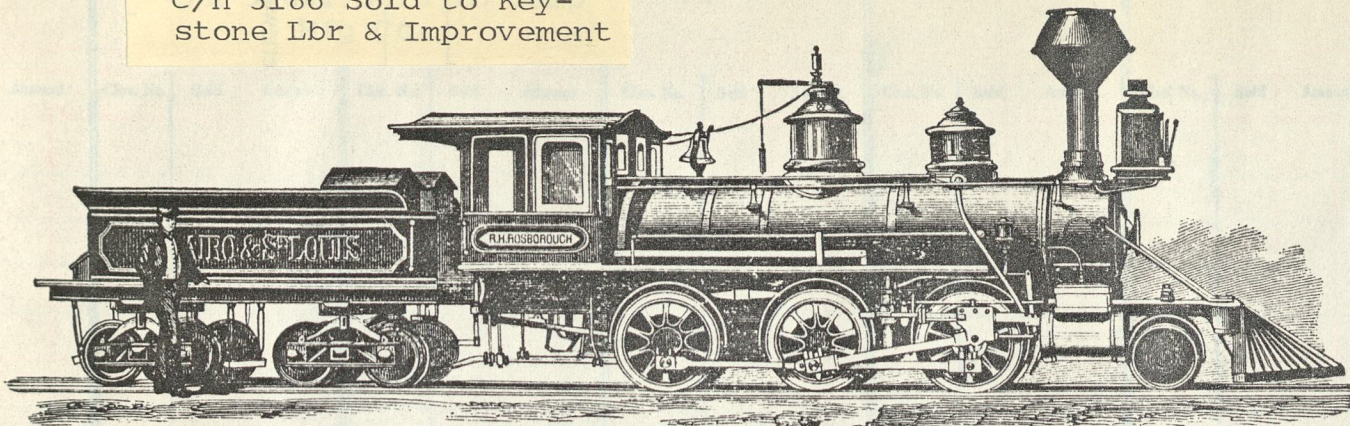
C. William Witbeck



Ten wheeler #99, one of eight delivered by Baldwin in 1903, later renoed 226

#15 'R H ROSBOROUGH'
3' gauge Baldwin 1873
c/n 3186 Sold to Key-
stone Lbr & Improvement

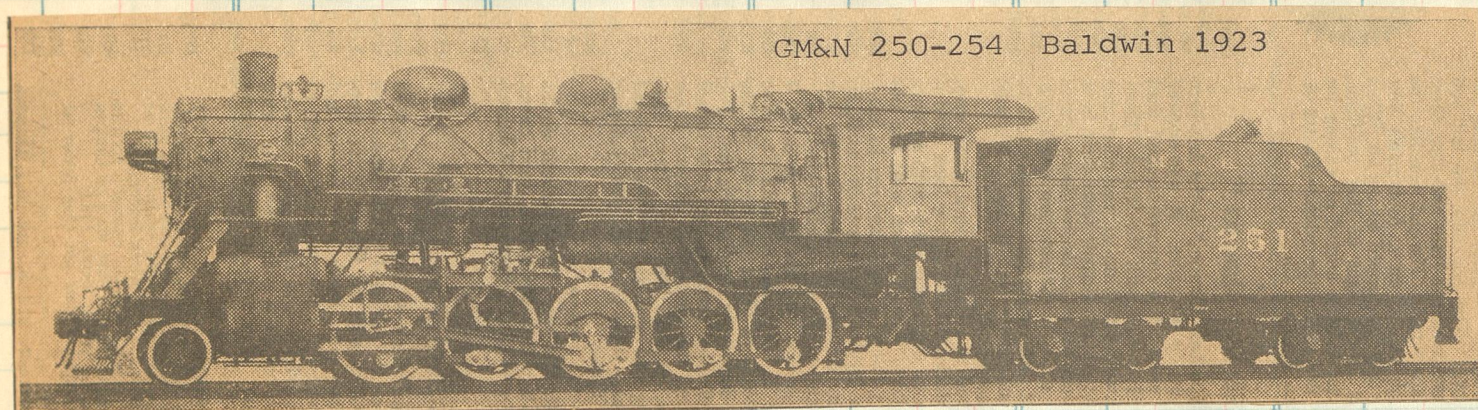
Clos. No. Sold



Mogul type freight locomotive for the Cairo & St. Louis Railroad built by Baldwin Locomotive Works.
Cylinders, 13x16". Drivers, 36" Total weight, 46,000 pounds

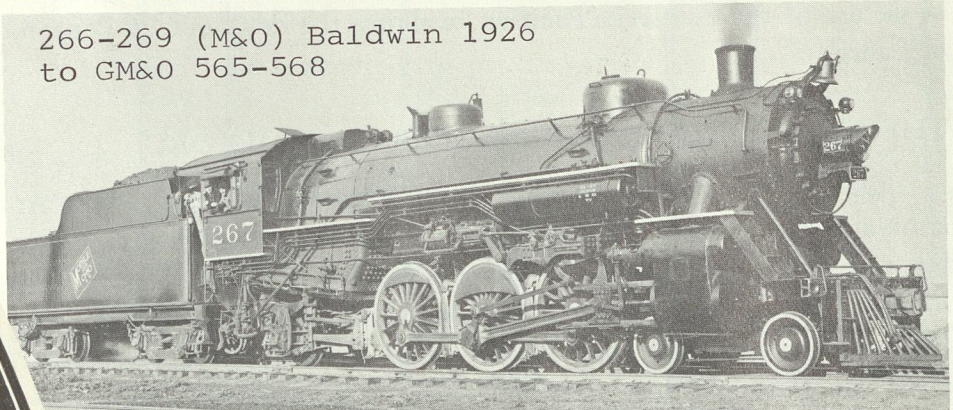


61-Ft. Steel Express Car Built by Pullman Car & Mfg. Corp. 1925

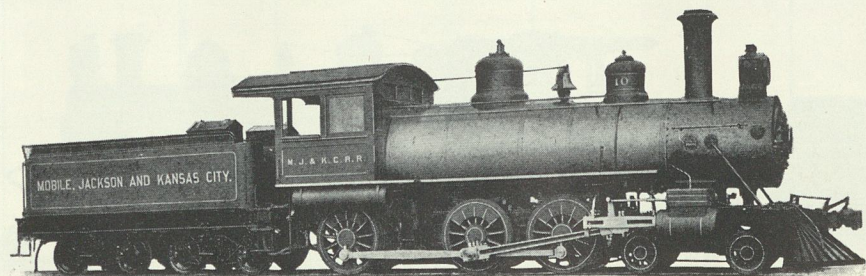


GM&N 250-254 Baldwin 1923

266-269 (M&O) Baldwin 1926
to GM&O 565-568

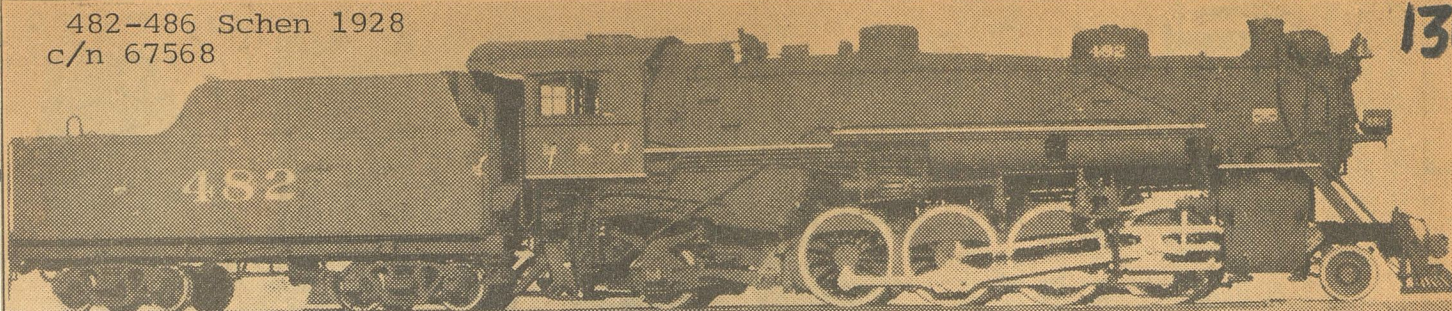


M&O 450-459 Richmond 1922
to GM&O same nos



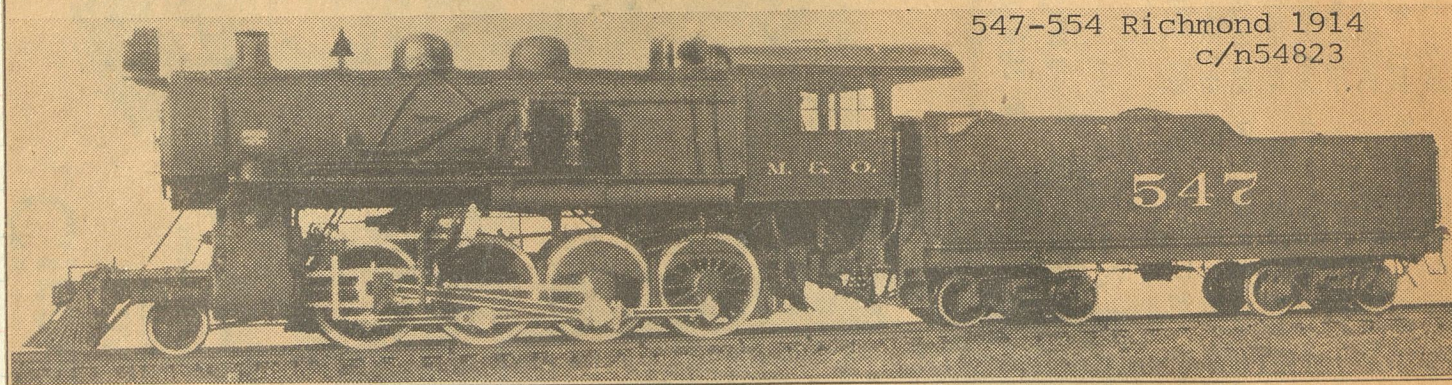
MJ&KC #10, to GM&N #10
Baldwin 1907 c/n 29980 In 1928 sold to the
Alabama & Northwestern

482-486 Schen 1928
c/n 67568



#482 sold to Cherry River Boom & Lumber

547-554 Richmond 1914
c/n54823



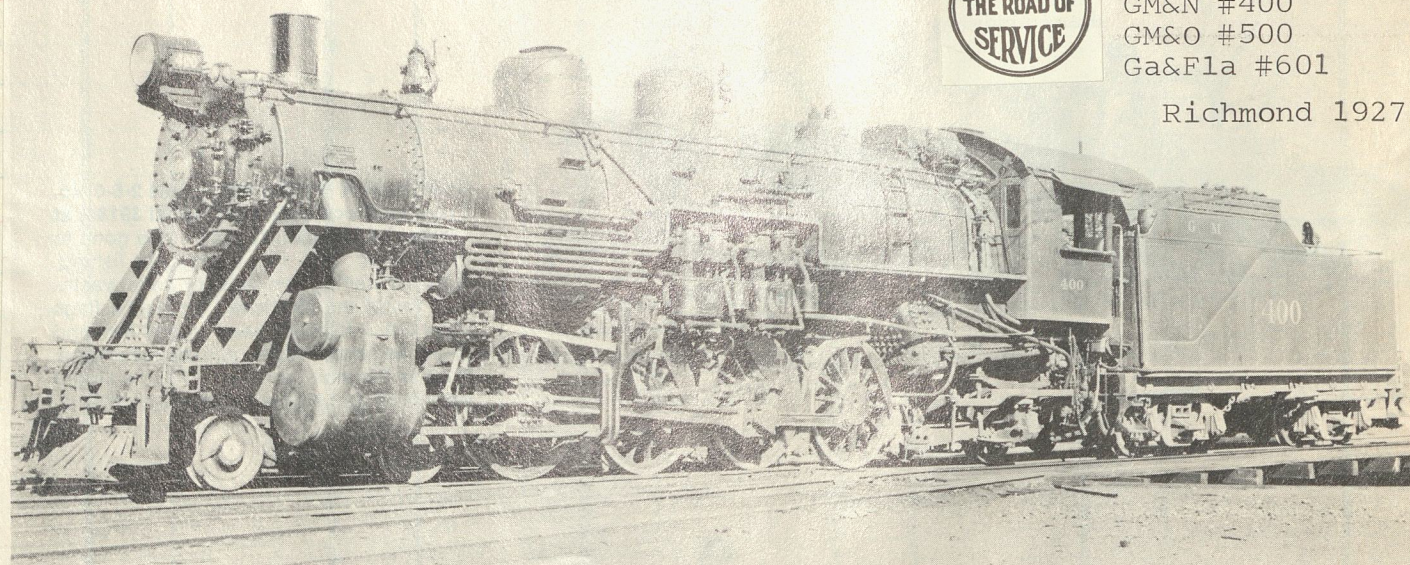
Representative Freight Power of the Mobile & Ohio

Trn #3, StLouis-Jackson local

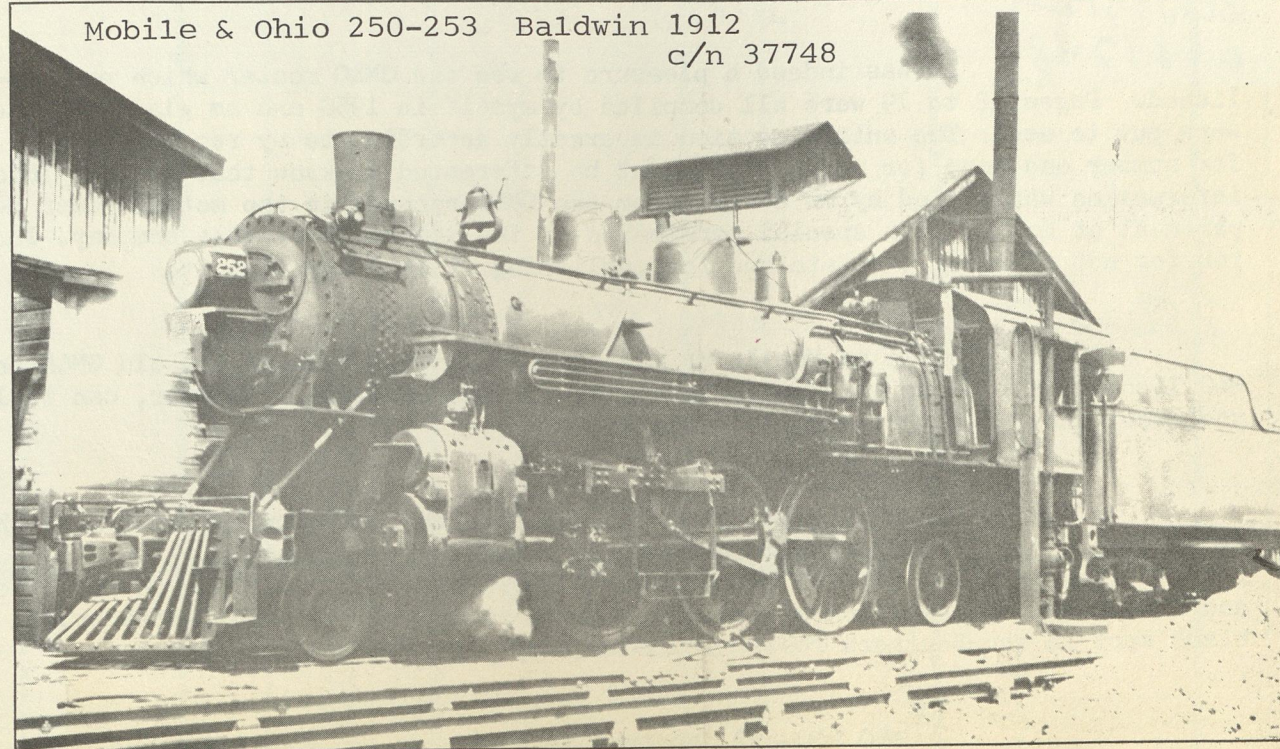


NOGN #200
GM&N #200
GM&N #400
GM&O #500
Ga&Fla #601

Richmond 1927



Mobile & Ohio 250-253 Baldwin 1912
c/n 37748



MOBILE AND OHIO RAIL ROAD

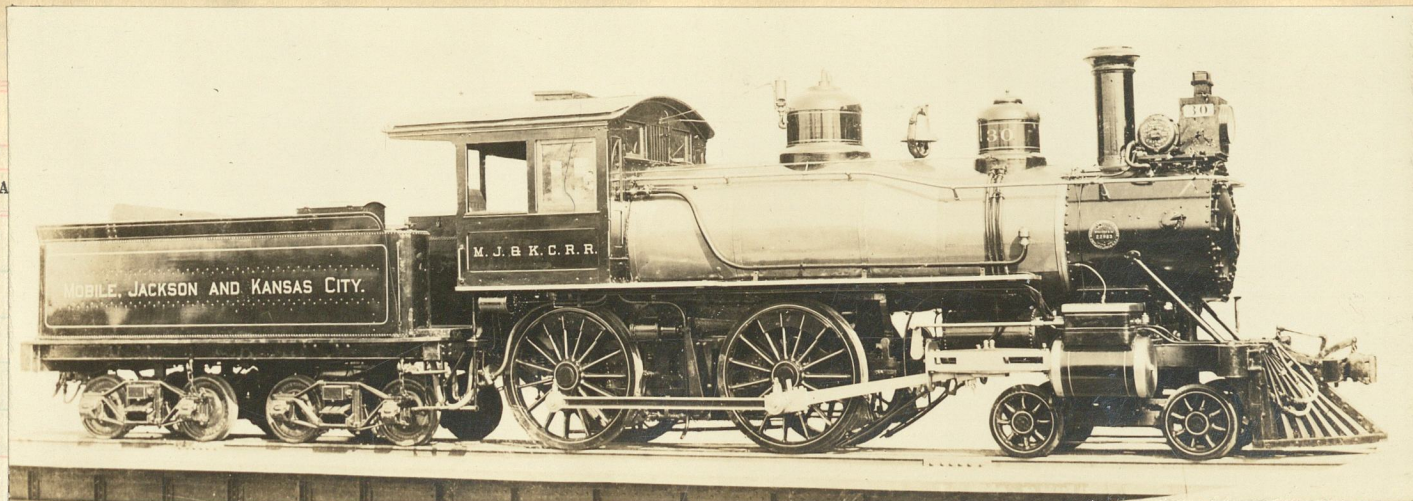
Route of the Gulf Coast Special

Table 1—MAIN LINE.

5	7	3	15	Mls.	16	4	8
8:50	9:05	9:20	9:35	10:00	10:15	10:30	10:45
9:40	9:55	10:10	10:25	10:50	11:05	11:20	11:35
11:45	12:00	12:15	12:30	12:55	1:10	1:25	1:40
1:50	2:05	2:20	2:35	3:00	3:15	3:30	3:45
3:55	4:10	4:25	4:40	5:05	5:20	5:35	5:50
6:05	6:20	6:35	6:50	7:15	7:30	7:45	8:00
8:15	8:30	8:45	9:00	9:25	9:40	9:55	10:10
10:20	10:35	10:50	11:05	11:30	11:45	12:00	12:15
12:25	12:40	12:55	1:10	1:35	1:50	2:05	2:20
2:30	2:45	3:00	3:15	3:40	3:55	4:10	4:25
4:35	4:50	5:05	5:20	5:45	6:00	6:15	6:30
6:45	7:00	7:15	7:30	7:55	8:10	8:25	8:40
8:55	9:10	9:25	9:40	10:05	10:20	10:35	10:50
11:05	11:20	11:35	11:50	12:15	12:30	12:45	13:00
13:15	13:30	13:45	14:00	14:25	14:40	14:55	15:10
15:25	15:40	15:55	16:10	16:35	16:50	17:05	17:20
17:35	17:50	18:05	18:20	18:45	19:00	19:15	19:30
19:45	20:00	20:15	20:30	20:55	21:10	21:25	21:40
21:55	22:10	22:25	22:40	23:05	23:20	23:35	23:50
24:05	24:20	24:35	24:50	25:15	25:30	25:45	26:00
26:15	26:30	26:45	27:00	27:25	27:40	27:55	28:10
28:25	28:40	28:55	29:10	29:35	29:50	30:05	30:20
30:35	30:50	31:05	31:20	31:45	32:00	32:15	32:30
32:45	33:00	33:15	33:30	33:55	34:10	34:25	34:40
34:55	35:10	35:25	35:40	36:05	36:20	36:35	36:50
37:05	37:20	37:35	37:50	38:15	38:30	38:45	39:00
39:15	39:30	39:45	40:00	40:25	40:40	40:55	41:10
41:25	41:40	41:55	42:10	42:35	42:50	43:05	43:20
43:35	43:50	44:05	44:20	44:45	45:00	45:15	45:30
45:45	46:00	46:15	46:30	46:55	47:10	47:25	47:40
47:55	48:10	48:25	48:40	49:05	49:20	49:35	49:50
50:05	50:20	50:35	50:50	51:15	51:30	51:45	52:00
52:15	52:30	52:45	53:00	53:25	53:40	53:55	54:10
54:25	54:40	54:55	55:10	55:35	55:50	56:05	56:20
56:35	56:50	57:05	57:20	57:45	58:00	58:15	58:30
58:45	59:00	59:15	59:30	59:55	60:10	60:25	60:40
60:55	61:10	61:25	61:40	62:05	62:20	62:35	62:50
63:05	63:20	63:35	63:50	64:15	64:30	64:45	65:00
65:15	65:30	65:45	66:00	66:25	66:40	66:55	67:10
67:25	67:40	67:55	68:10	68:35	68:50	69:05	69:20
69:35	69:50	70:05	70:20	70:45	71:00	71:15	71:30
71:45	72:00	72:15	72:30	72:55	73:10	73:25	73:40
73:55	74:10	74:25	74:40	75:05	75:20	75:35	75:50
76:05	76:20	76:35	76:50	77:15	77:30	77:45	78:00
78:15	78:30	78:45	79:00	79:25	79:40	79:55	80:10
80:25	80:40	80:55	81:10	81:35	81:50	82:05	82:20
82:35	82:50	83:05	83:20	83:45	84:00	84:15	84:30
84:45	85:00	85:15	85:30	85:55	86:10	86:25	86:40
86:55	87:10	87:25	87:40	88:05	88:20	88:35	88:50
89:05	89:20	89:35	89:50	90:15	90:30	90:45	91:00
91:15	91:30	91:45	92:00	92:25	92:40	92:55	93:10
93:25	93:40	93:55	94:10	94:35	94:50	95:05	95:20
95:35	95:50	96:05	96:20	96:45	97:00	97:15	97:30
97:45	98:00	98:15	98:30	98:55	99:10	99:25	99:40
99:55	100:10	100:25	100:40	101:05	101:20	101:35	101:50
102:05	102:20	102:35	102:50	103:15	103:30	103:45	104:00
104:15	104:30	104:45	105:00	105:25	105:40	105:55	106:10
106:25	106:40	106:55	107:10	107:35	107:50	108:05	108:20
108:35	108:50	109:05	109:20	109:45	109:60	109:75	109:90
110:05	110:20	110:35	110:50	111:15	111:30	111:45	112:00
112:15	112:30	112:45	113:00	113:25	113:40	113:55	114:10
114:25	114:40	114:55	115:10	115:35	115:50	116:05	116:20
116:35	116:50	117:05	117:20	117:45	118:00	118:15	118:30
118:45	119:00	119:15	119:30	119:55	120:10	120:25	120:40
120:55	121:10	121:25	121:40	122:05	122:20	122:35	122:50
123:05	123:20	123:35	123:50	124:15	124:30	124:45	125:00
125:15	125:30	125:45	126:00	126:25	126:40	126:55	127:10
127:25	127:40	127:55	128:10	128:35	128:50	129:05	129:20
129:35	129:50	130:05	130:20	130:45	131:00	131:15	131:30
131:45	132:00	132:15	132:30	132:55	133:10	133:25	133:40
133:55	134:10	134:25	134:40	134:65	134:80	134:95	135:10
135:25	135:40	135:55	136:10	136:35	136:50	137:05	137:20
137:35	137:50	138:05	138:20	138:45	139:00	139:15	139:30
139:45	139:60	139:75	140:00	140:25	140:40	140:55	141:10
141:25	141:40	141:55	142:10	142:35	142:50	143:05	143:20
143:35	143:50	144:05	144:20	144:45	145:00	145:15	145:30
145:45	146:00	146:15	146:30	146:55	147:10	147:25	147:40
147:55	148:10	148:25	148:40	149:05	149:20	149:35	149:50
150:05	150:20	150:35	150:50	151:15	151:30	151:45	152:00
152:15	152:30	152:45	153:00	153:25	153:40	153:55	154:10
154:25	154:40	154:55	155:10	155:35	155:50	156:05	156:20
156:35	156:50	157:05	157:20	157:45	158:00	158:15	158:30
158:45	159:00	159:15	159:30	159:55	160:10	160:25	160:40
160:55	161:10	161:25	161:40	162:05	162:20	162:35	162:50
163:05	163:20	163:35	163:50	164:15	164:30	164:45	165:00
165:15	165:30	165:45	166:00	166:25	166:40	166:55	167:10
167:25	167:40	167:55	168:10	168:35	168:50	169:05	169:20
169:35	169:50	170:05	170:20	170:45	171:00	171:15	171:30
171:45	172:00	172:15	172:30	172:55	173:10	173:25	173:40
173:55	174:10	174:25	174:40	174:65	174:80	174:95	175:10
175:25	175:40	175:55	176:10	176:35	176:50	177:05	177:20
177:35	177:50	178:05	178:20	178:45	179:00	179:15	179:30
179:45	179:60	179:75	180:00	180:25	180:40	180:55	181:10
181:25	181:40	181:55	182:10	182:35	182:50	183:05	183:20
183:35	183:50	184:05	184:20	184:45	185:00	185:15	185:30
185:45	186:00	186:15	186:30	186:55	187:10	187:25	187:40
187:55	188:10	188:25	188:40	189:05	189:20	189:35	189:50
190:05	190:20	190:35	190:50	191:15	191:30	191:45	192:00
192:15	192:30	192:45	193:00	193:25	193:40	193:55	194:10
194:25	194:40	194:55	195:10	195:35	195:50	196:05	196:20
196:35	196:50	197:05	197:20	197:45	198:00	198:15	198:30
198:45	199:00	199:15	199:30	199:55	200:10	200:25	200:40
200:55	201:10	201:25	201:40	202:05	202:20	202:35	202:50
203:05	203:20	203:35	203:50	204:15	204:30	204:45	205:00
205:15	205:30	205:45	206:00	206:25	206:40	206:55	207:10
207:25	207:40	207:55	208:10	208:35	208:50	209:05	209:20
209:35	209:50	210:05	210:20	210:45	211:00	211:15	211:30
211:45	212:00	212:15	212:30	212:55	213:10	213:25	213:40
213:55	214:10	214:25	214:40	214:65	214:80	214:95	215:10
215:25	215:40	215:55	216:10	216:35	216:50	217:05	217:20
217:35	217:50	218:05	218:20	218:45	219:00	219:15	219:30
219:45	219:60	219:75	220:00	220:25	220:40	220:55	221:10
221:25	221:40	221:55	222:10	222:35	222:50	223:05	223:20
223:35	223:50	224:05	224:20	224:45	225:00	225:15	225:30
225:45	226:00	226:15	226:30	226:55	227:10	227:25	227:40
227:55	228:10	228:25	228:40	229:05	229:20	229:35	229:50
230:05	230:20	230:35	230:50	231:15	231:30	231:45	232:00
232:15	232:30	232:45	233:00	233:25	233:40	233:55	234:10
234:25	234:40	234:55	235:10	235:35	235:50	236:05	236:20
236:35	236:50	237:05	237:20	237:45	238:00	238:15	238:30
238:45	239:00	239:15	239:30	239:55	240:10	240:25	240:40
240:55	241:10	241:25	241:40	242:05	242:20	242:35	242:50
243:05	243:20	243:35	243:50	244:15	244:30	244:45	245:00
245:15	245:30	245:45	246:00	246:25	246:40	246:55	247:10
247:25	247:40	247:55	248:10	248:35	248:50	249:05	249:20
249:35	249:50	250:05	250:20	250:45	251:00	251:15	251:30
251:45	252:00	252:15	252:30	252:55	253:10	253:25	253:40
253:55	254:10	254:25	254:40	254:65	254:80	254:95	255:10
255:25	255:40	255:55	256:10	256:35	256:50	257:05	257:20
257:35	257:50	258:05	258:20	258:45	259:00	259:15	259:30
259:45	259:60	259:75	260:00	260:25	260:40	260:55	261:10
261:25	261:40	261:55	262:10	262:35	262:50	263:05	263:20
263:35	263:50	264:05	264:20	264:45	265:00	265:15	265:30
265:45	266:00	266:15	266:30	266:55	267:10	267:25	267:40
267							

Clos. No. Sold Amount Clos. No. Sold A

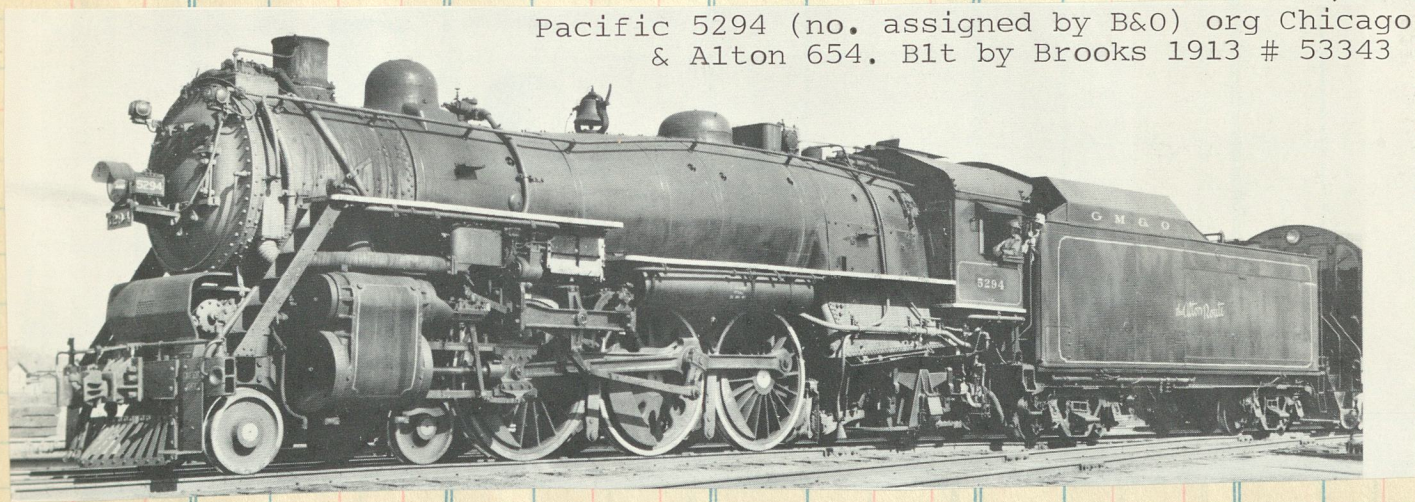
No.



#30 blt in 1903 by Baldwin [c/n 22983] renoed GM&N #30. Sold to Mo & No Ark #15

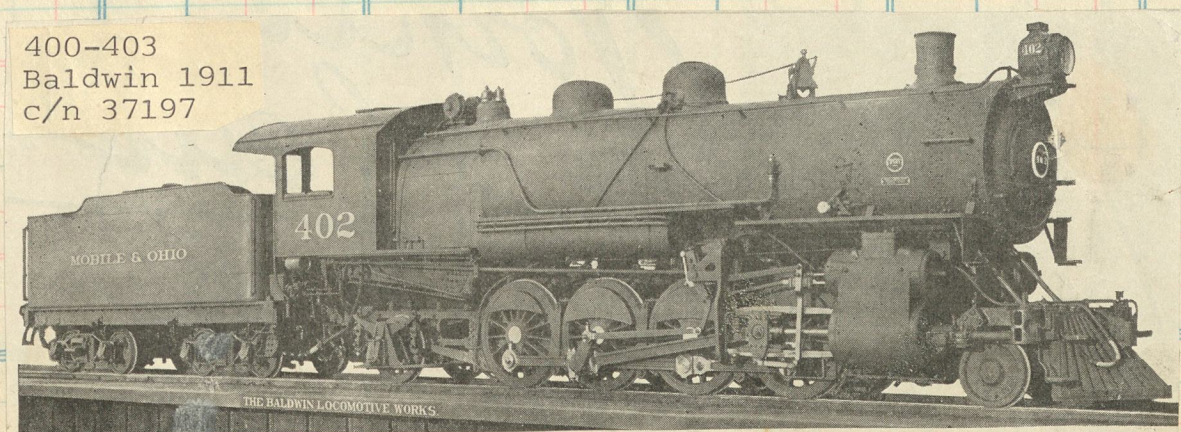


Mikado 405, Baldwin 1912 c/n 37677, south bound on old C&StL main line Lucius Beebe photograph



Pacific 5294 (no. assigned by B&O) org Chicago & Alton 654. Blt by Brooks 1913 # 53343

- M J & K C #74
- G M & N #74
- G M & N #174
- Tuskegee #174

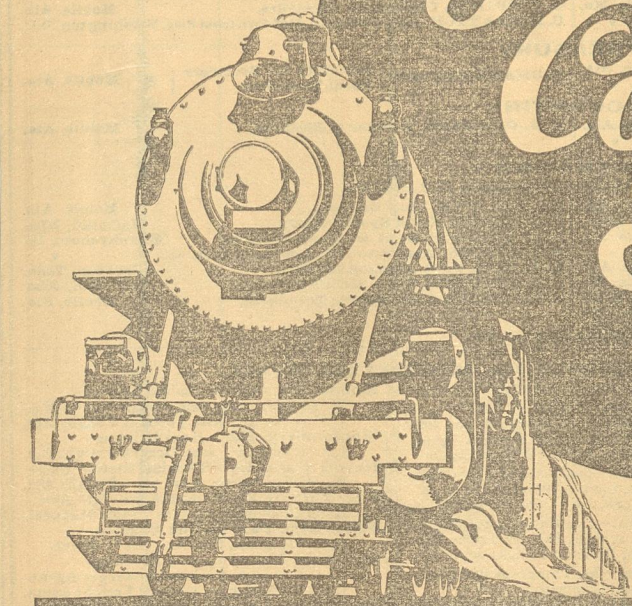


400-403
Baldwin 1911
c/n 37197

OKM Mikado Type Locomotive, Mobile & Ohio R. R.

MOBILE

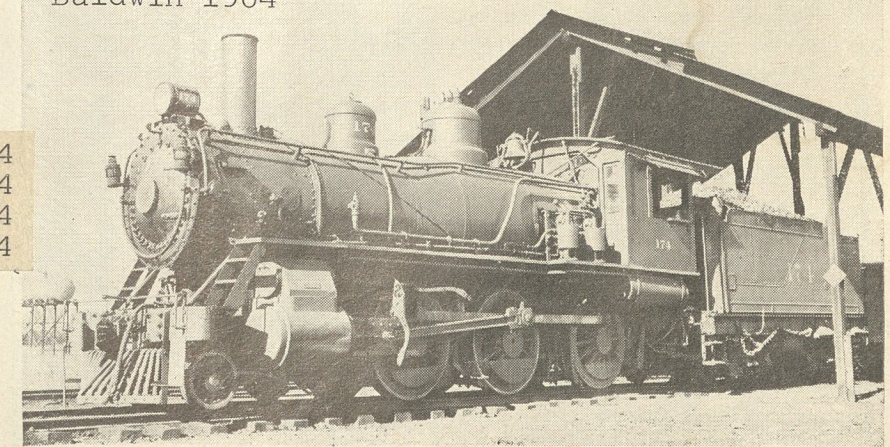
"Gulf Coast Special"



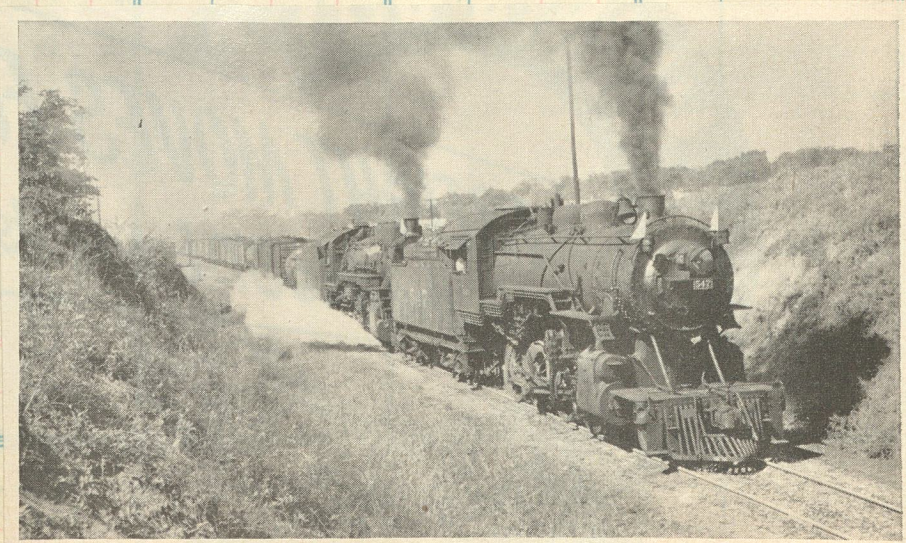
Shortest Route
Quickest Time
From Chicago and St. Louis

Lve. Chicago . . 3:00 p.m., via Illinois Central Railroad
Arr. St. Louis . . 9:30 p.m., via Illinois Central Railroad
Lve. St. Louis . . 9:40 p.m., via Mobile and Ohio Railroad
Arr. Mobile . . . 3:55 p.m., via Mobile and Ohio Railroad
Dining Car Service—Pullman Sleeping Cars

Baldwin 1904

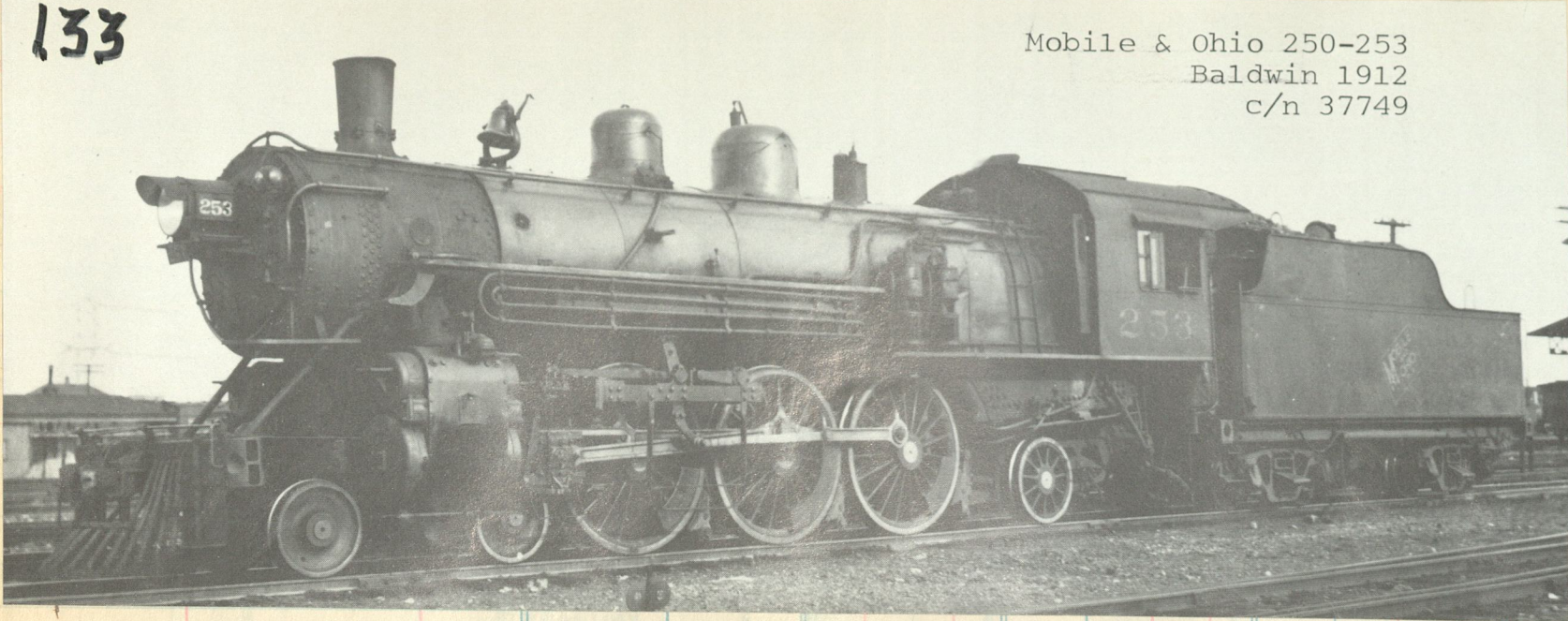


c/n 23649
GULF, MOBILE & NORTHERN RAILROAD'S ENGINE 174 IN LOCAL FREIGHT SERVICE AT JACKSON, MISS. C. William Witbeck

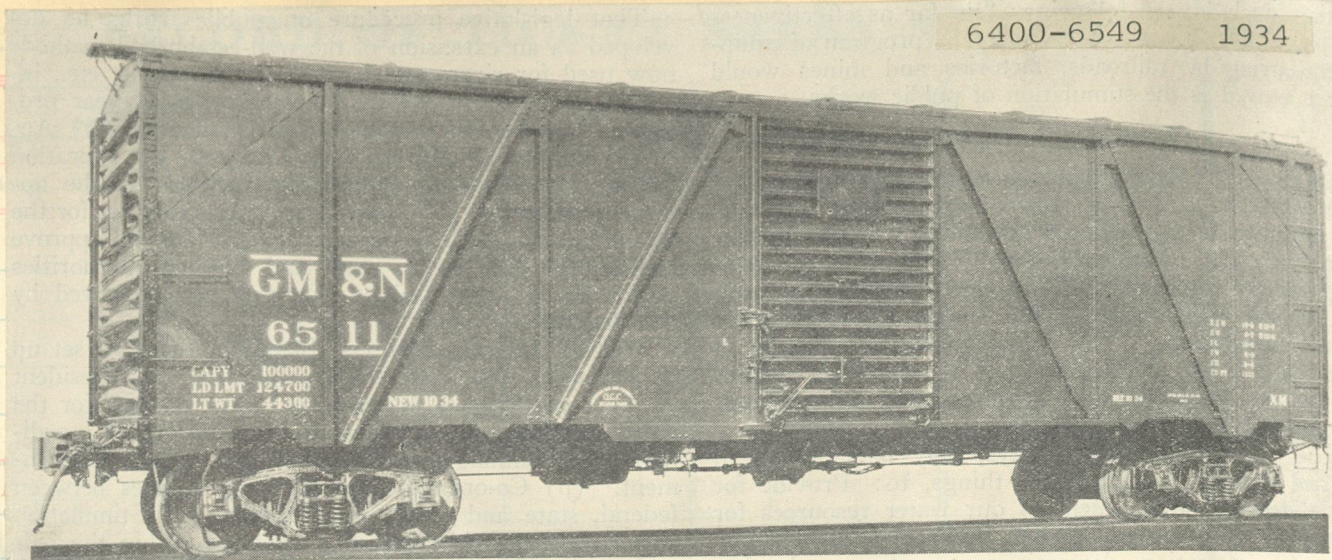


C. W. Witbeck.
GM&O 2-8-0 No. 547 and GM&N Decapod No. 255 get tonnage out of Jackson, Miss., in 1941.

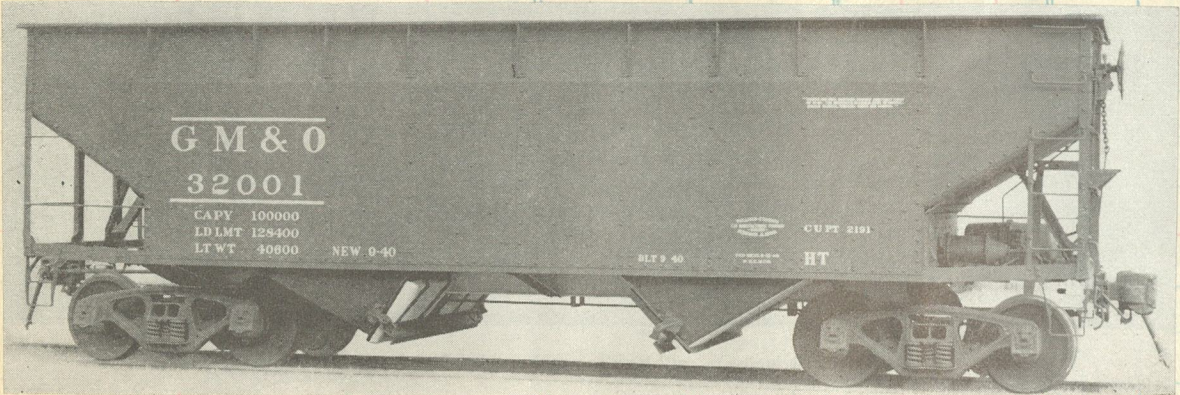
Mobile & Ohio 250-253
Baldwin 1912
c/n 37749



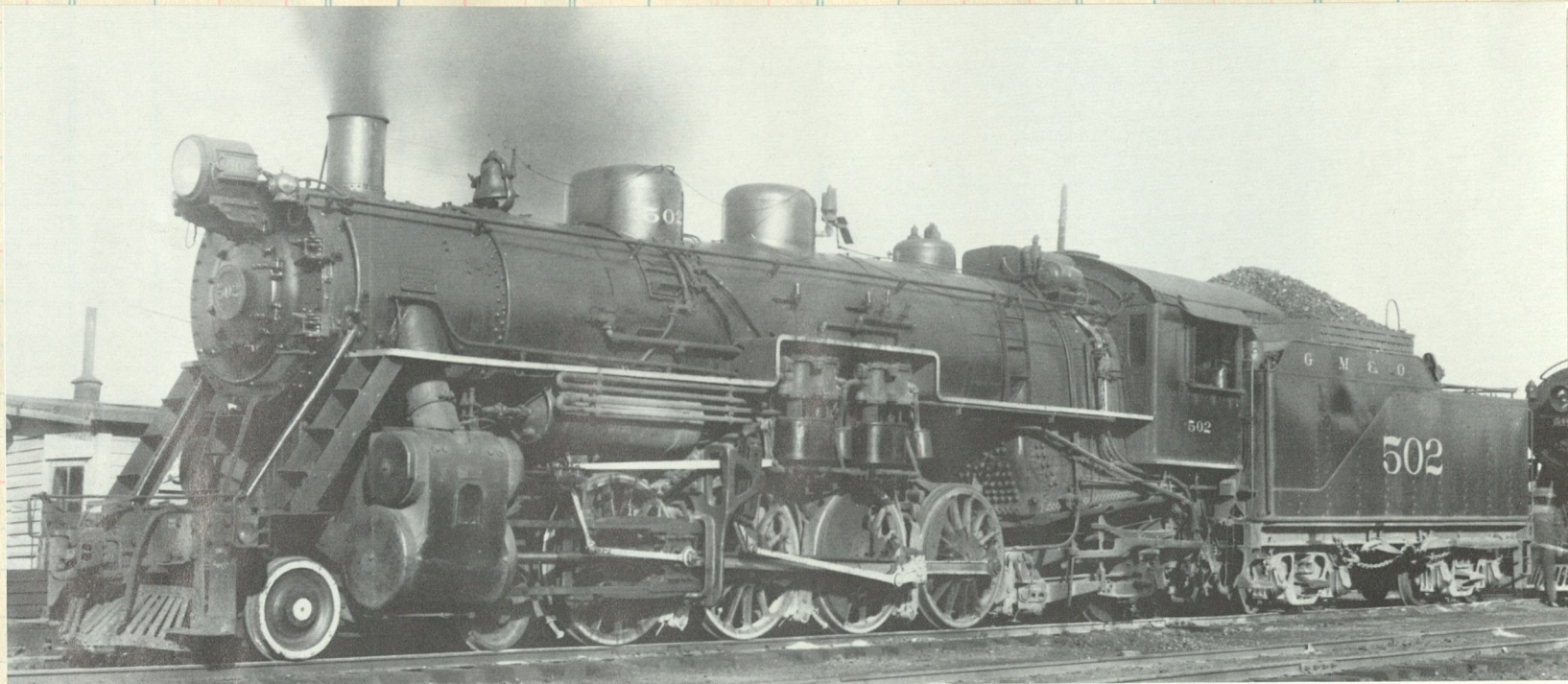
6400-6549 1934



Single Wood-Sheathed Box Car with the New Standard Double Z-Section Center Sill—Built by American Car & Foundry Company



Blt by Pullman 1940



GM&O 4-8-2 (above), at Jackson, Miss., November, 1940, was initially New Orleans-Great Northern 202,

Total
Add—Error _____
Deduct " _____
DATE
DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE
.....
To Make
Short Sheet

34

[illegible]

DESTINATION

Amt.

Com. No.

Clos. No.

Sold

Amount

Clos. No.

Sold

Amount

Clos. No.

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Total

Add—Error_____

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DATE _____

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for



PORT ARTHUR ROUTE

KANSAS CITY SOUTHERN



1940
TRAINS 15 and 16—"The Flying Crow"—Air Conditioned.
 Lounge-dining cars between Texarkana and Port Arthur.
 Deluxe chair cars between Kansas City and Port Arthur.
 Sleepers (air conditioned):
 Between Shreveport and Kansas City—Ten Section—buffet
 lounge-sunroom.
 From Shreveport to St. Louis (Train No. 16 to Texarkana
 Missouri Pacific No. 26 to St. Louis—southbound via
 Hope, see table 8)—Twelve Section—drawing room.

In 1927 the K.C.S. was operating 751.6 miles with 168 engines, 79 passenger and 4,754 freight cars

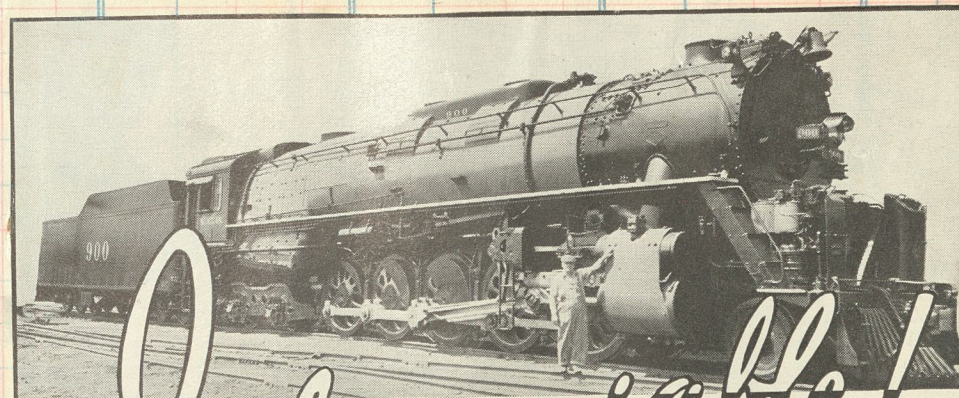
#803
CLASS H
JAN 1912
CH 50624

800-807

The northbound "Flying Crow" accelerates to track speed north of Grandview, Mo.



The 532 [2-8-0] and 757 [2-8-8-0] struggle with 73 cars of a southbound extra near Page, Okla.



Indispensable!

THE Railroads can move every ounce of

"Since 1886"

THE Railroads can move every ounce of the nation's traffic—swiftly; surely; economically. All business and industry would collapse without them . . . nothing can supplant them . . . yet we have permitted one-third of all our lines to become bankrupt. Further neglect is dangerous!

Wake Up, America, Protect Your Railroads!

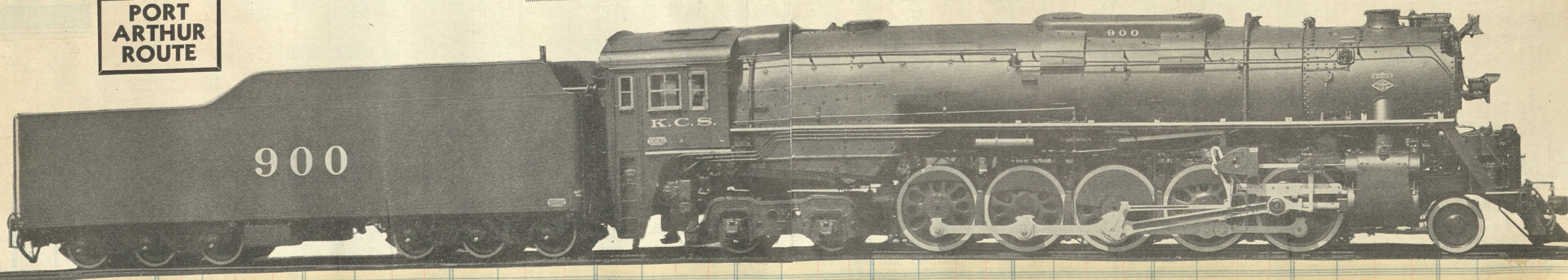
The First National Bank
KANSAS CITY, MISSOURI

900-909

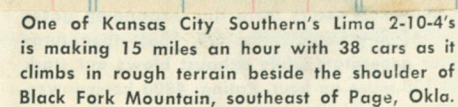
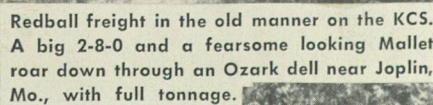
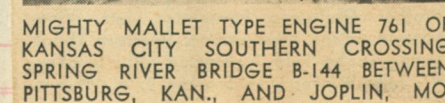
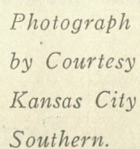
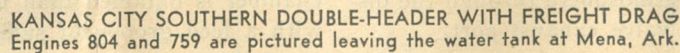
c/n 7665

LIMA 1937

PORT ARTHUR ROUTE

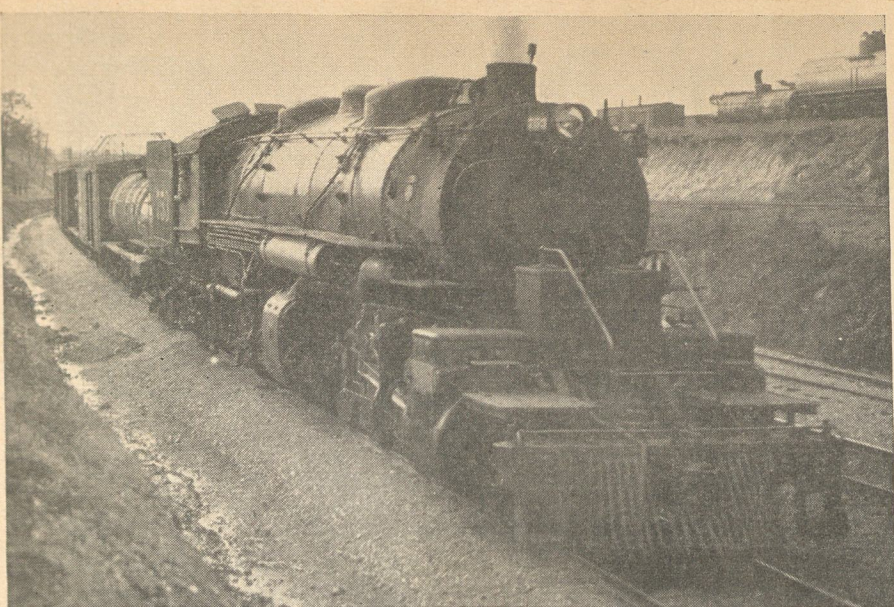


Clos. No.	Sold	Amount
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Clos. No.

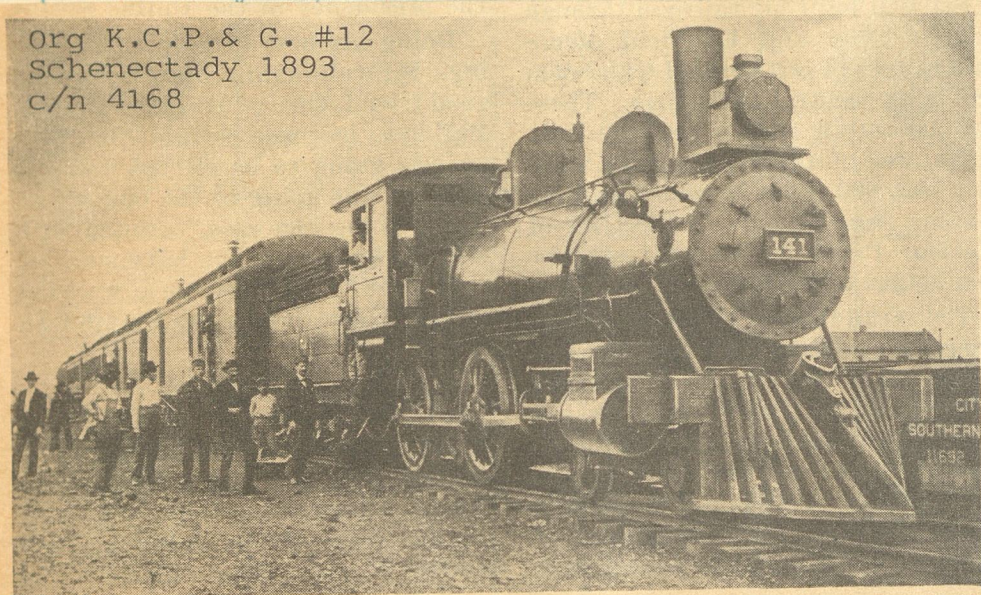
ount



A SUPER MALLET COMPOUND
Locomotive 753, an oil burner, of the Kansas City Southern Railroad, built by Baldwin in 1912. Photograph taken near Shreveport, La.

Schenectady 1918

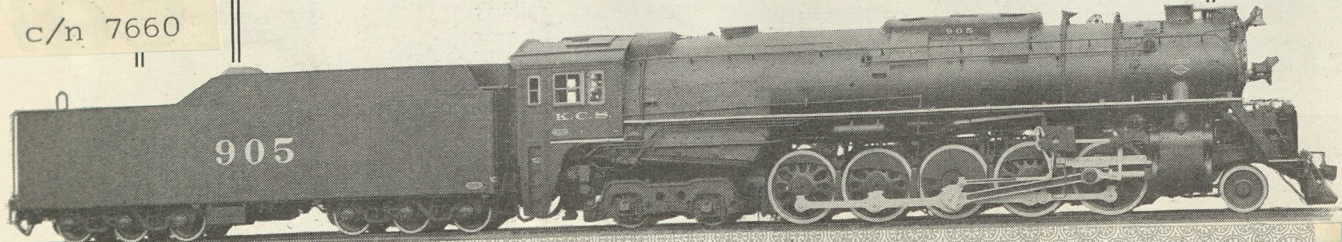
Org K.C.P. & G. #12
Schenectady 1893
c/n 4168



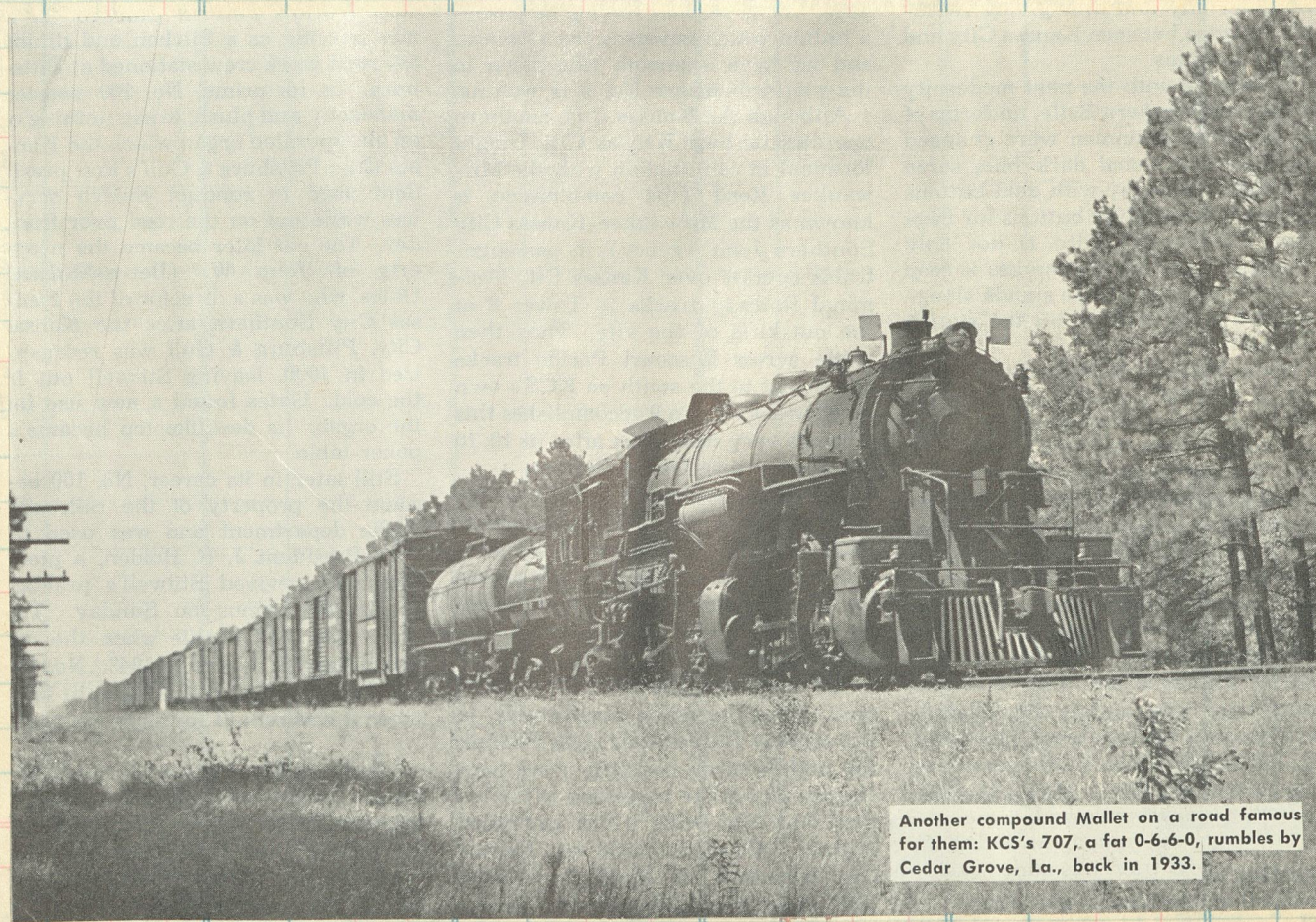
Seven Pacifics, noed 801-807, were delivered in 1912 by Schenectady. This is Trn #1 on Kansas City Terminal trackage near Sheffield, Mo.



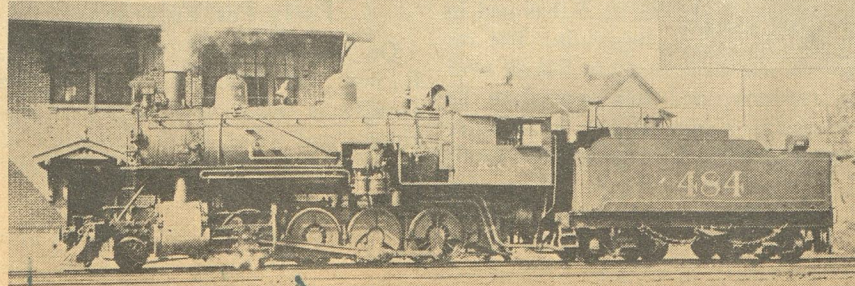
c/n 7660



In 1937 LIMA supplied ten massive 2-10-4's noed 900-909. This addition to the roster was to prove invaluable within the next few years



Another compound Mallet on a road famous for them: KCS's 707, a fat 0-6-6-0, rumbles by Cedar Grove, La., back in 1933.

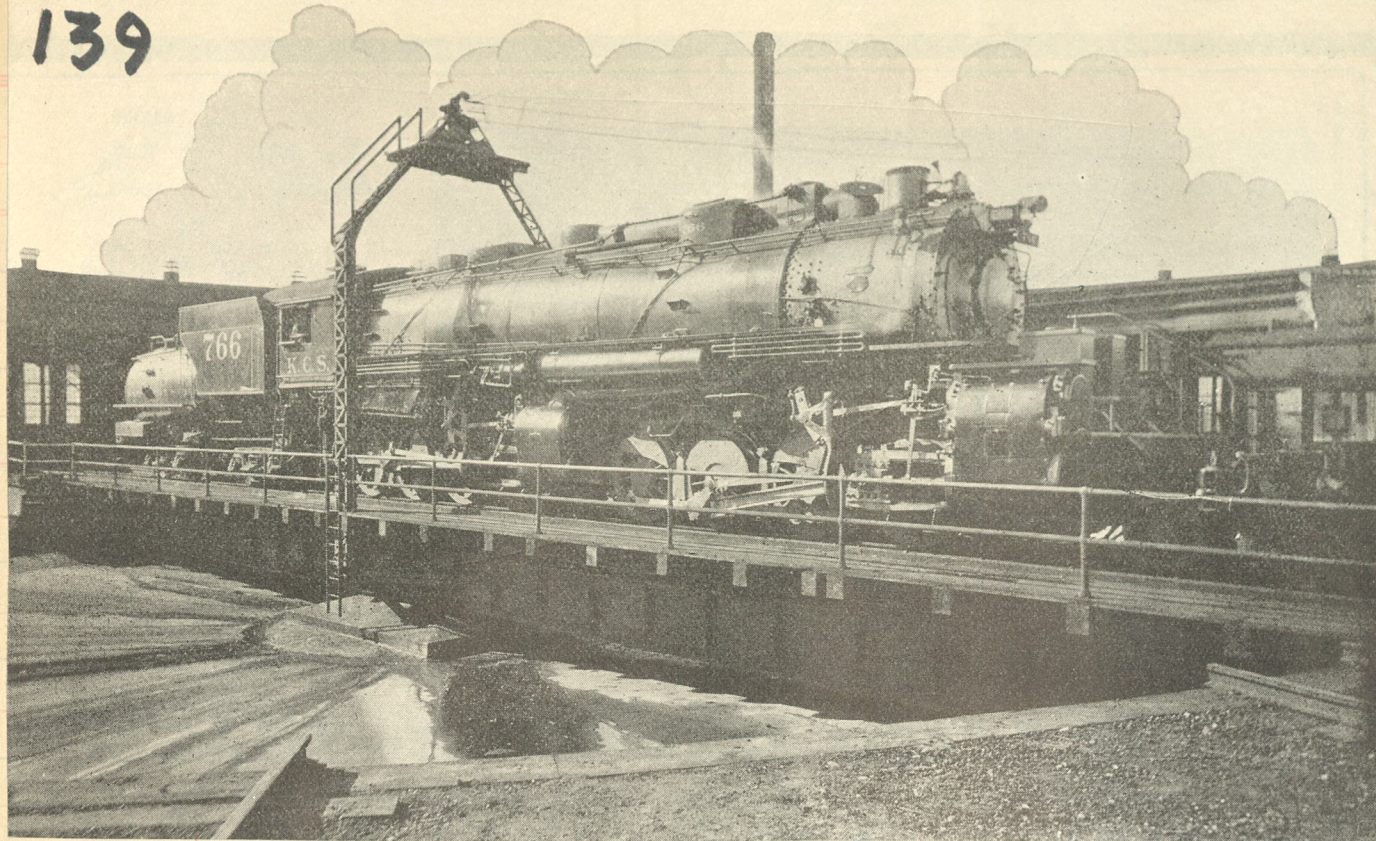


475-486 c/n 38927 Pittsburgh 1906



KANSAS CITY SOUTHERN NO. 758

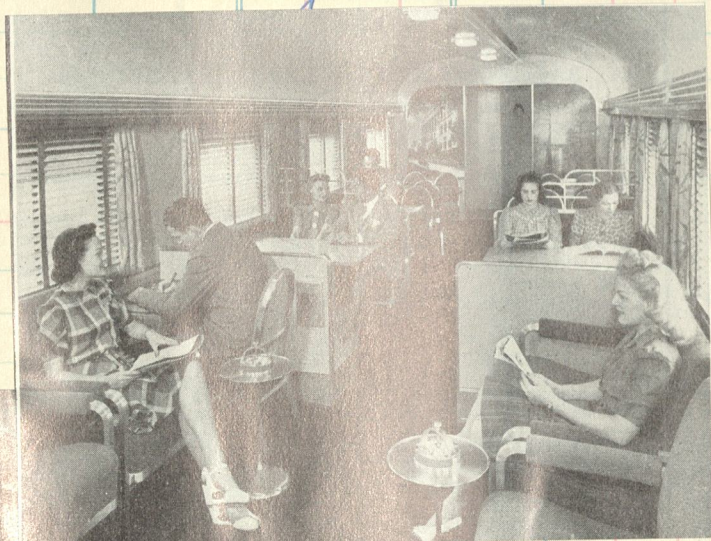
C. William Witbeck



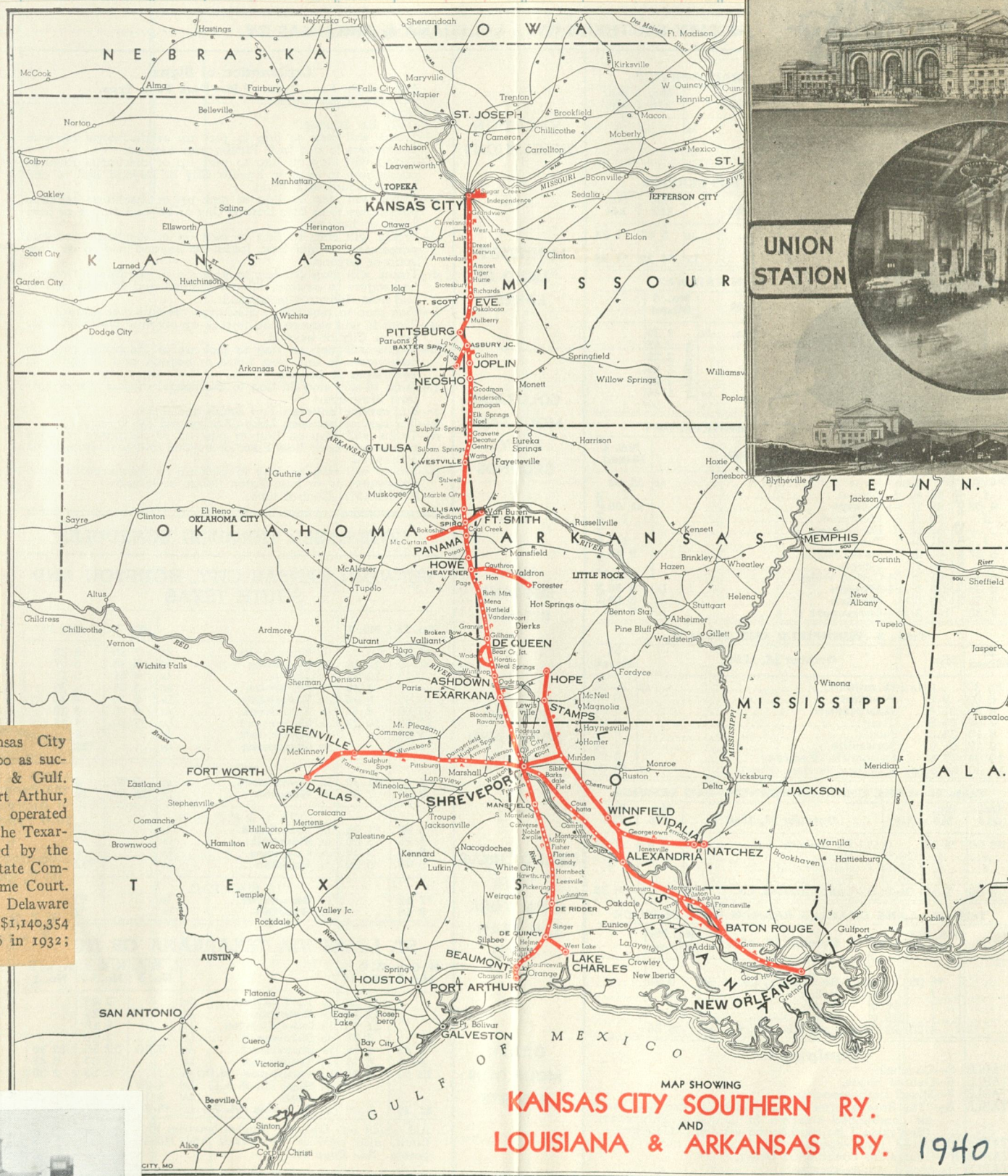
One of the G-2 class 2-8-8-0's gets a ride on the 105' merry-go-round at Pittsburg.



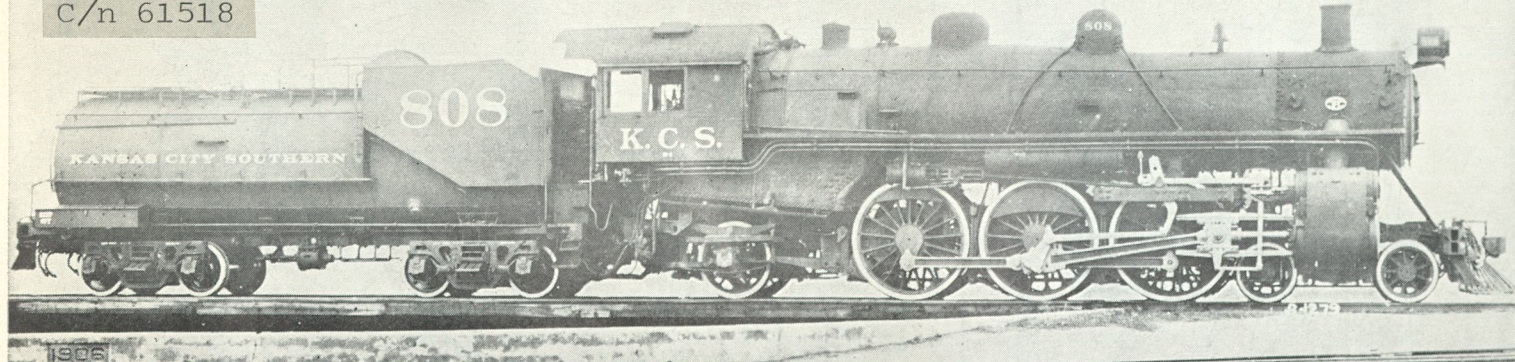
Amount	Clos. No.	Sold	Amount



E. G., Metuchen, N. J.—The Kansas City Southern was incorporated in 1900 as successor to the Kansas City, Pittsburg & Gulf. It runs from Kansas City, Mo., to Port Arthur, Tex. Its Texas lines had always been operated separately, according to Texas law, by the Texarkana & Fort Smith, but were assumed by the KCS in 1934, by authority of the Interstate Commerce Commission and the U. S. Supreme Court. The KCS, which is controlled by the Delaware & Hudson, is very prosperous. It had \$1,140,354 net operating income in 1933; \$910,726 in 1932; \$5,155,555 in 1929.

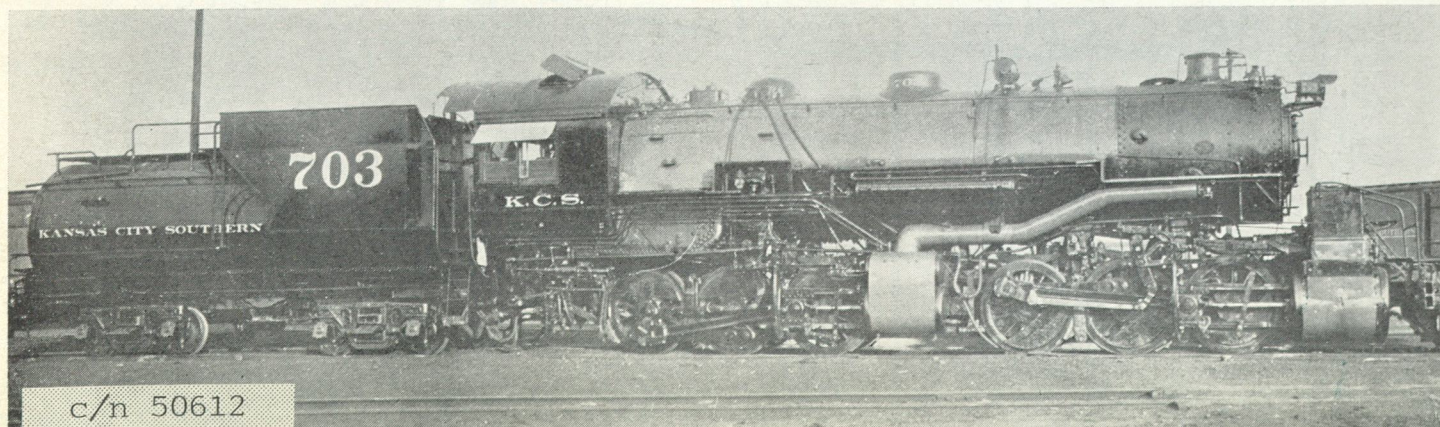


C/n 61518



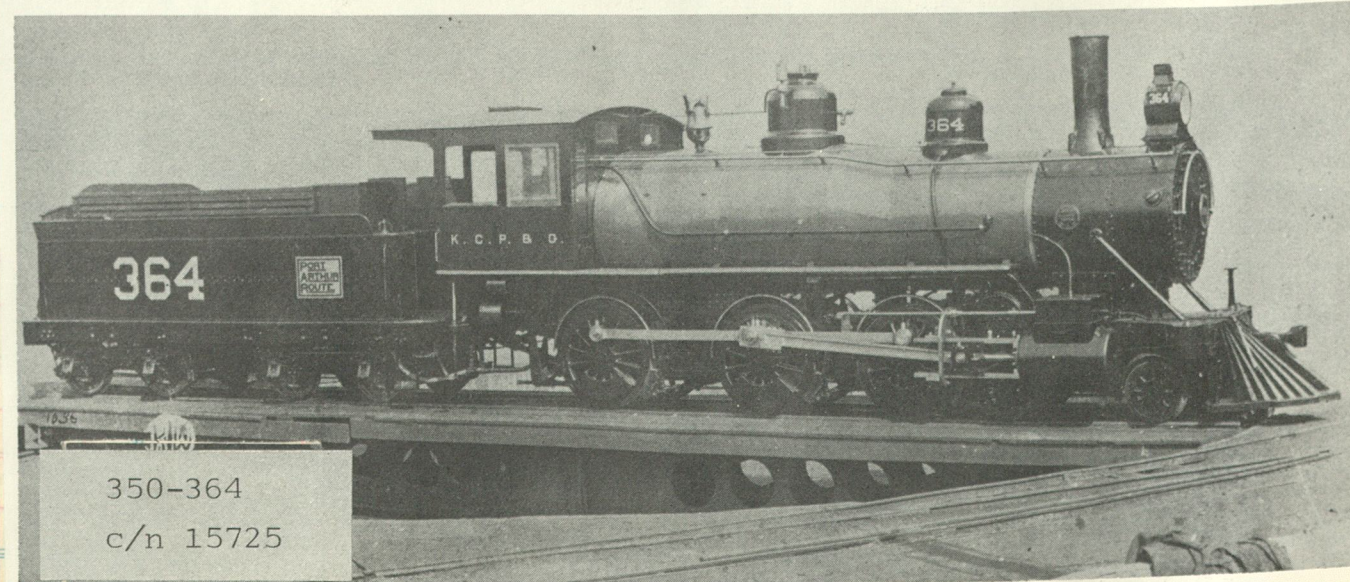
The last passenger engines for the KCS, Pacifics 808-810 from Schen 1919

A dozen of these "Ozark Creepers" (700-711) built by Schenectady in 1912



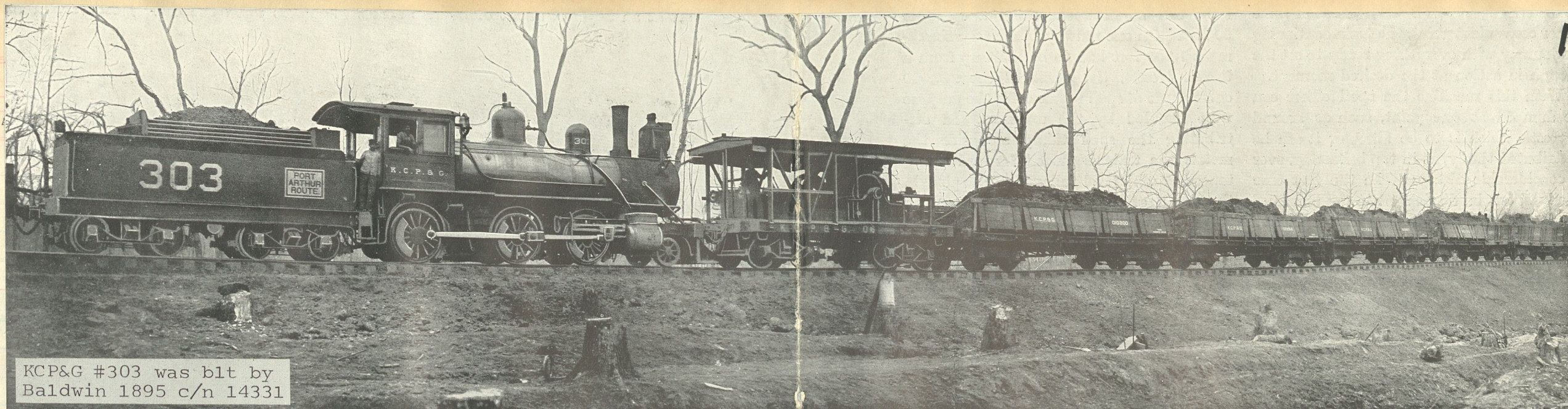
c/n 50612

KANSAS CITY, PITTSBURG & GULF purchased Eng. 364 from the Baldwin factory in 1898. The 4-6-0 became Kansas City Southern's 364 and was dismantled at Pittsburg, Kansas, in 1925. (Collection of Dr. S. R. Wood)



350-364
c/n 15725

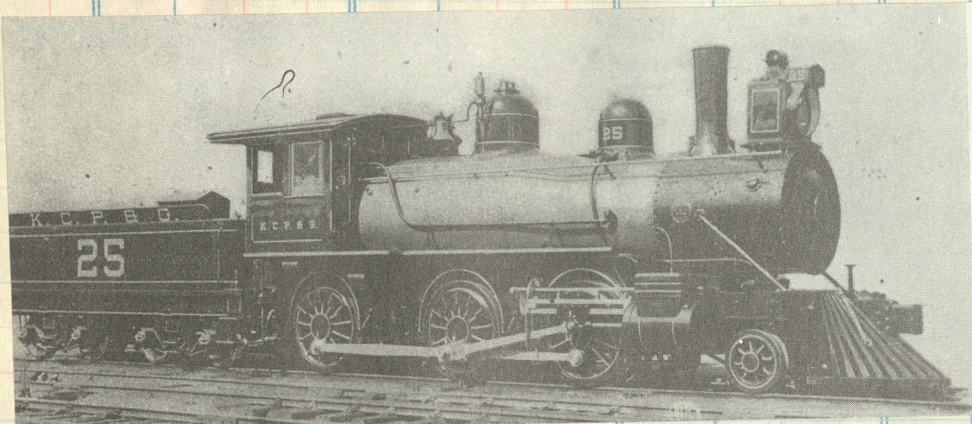
Clos. No. Sold Amount Clos. No. Sold



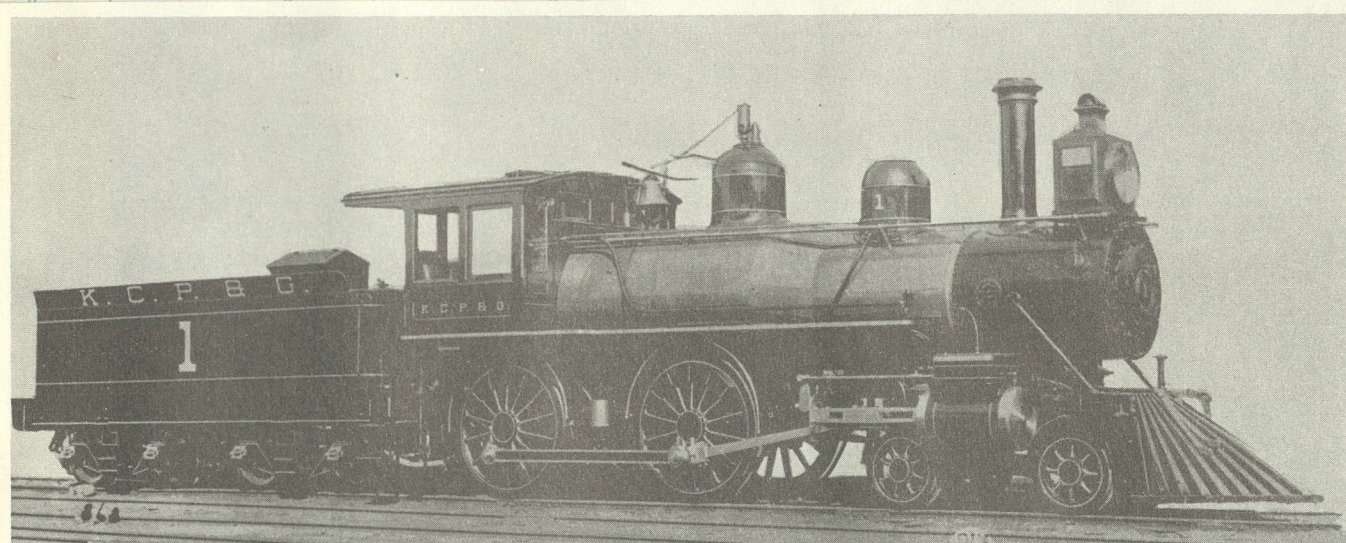
KCP&G #303 was b1t by Baldwin 1895 c/n 14331

RAILWAY BUILDING WITH
The machine for hauling in the cable attached to the plough is mounted on the truck next to the

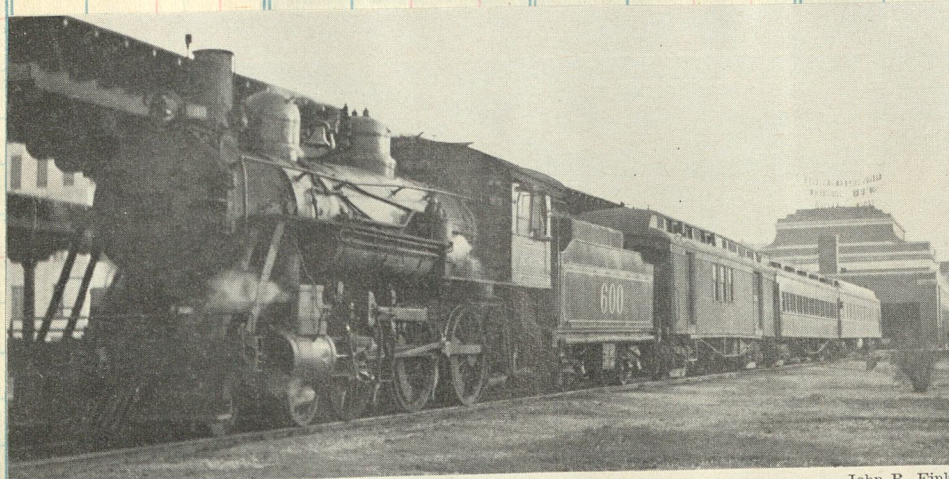
THE LIDGERWOOD UNLOADER.
locomotive, and the necessary steam for driving the unloader is drawn from the boiler of the locomotive.



KANSAS CITY, PITTSBURG & GULF
No. 25 was a Baldwin Mogul built in 1895.
Shop No. 14434. She later was Kansas
City Southern No. 304. Note the three-
slot link and pin coupler on her pilot
beam. (Collection of Dr. S. R. Wood)

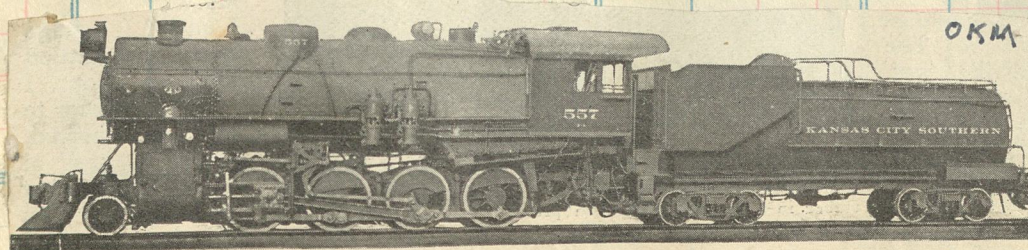


KANSAS CITY, PITTSBURG & GULF RAILROAD was built to tap the mining regions around Pittsburg and Joplin, Missouri, but under the guiding hand of Arthur Stilwell the road was bolstered by Dutch capital and extended south. Stilwell, born in Rochester, New York, in 1859, became president of the road at the age of 32 and helped the line weather the panic of 1893. A southern terminus on the waters of the Gulf of Mexico was planned and the road considered acquiring the Houston, East & West Texas, but Stilwell was not pleased with Galveston as a port site and the road built to Lake Sabine, where the new terminal was located and named Port Arthur. The railroad then opened the Port Arthur Channel to the Gulf, a waterway later taken over by the Government. Engine 1 of the Kansas City, Pittsburg & Gulf was a husky Baldwin 4-4-0, Shop No. 14443, built in September, 1895. She later became No. 107 of the successor Kansas City Southern and was scrapped at Shreveport, Louisiana, in 1915. This photo shows that she came from the Baldwin Works equipped with an air bell ringer, cap stack, and link and pin coupler; she had 18 x 24 inch cylinders and 63 inch drivers.

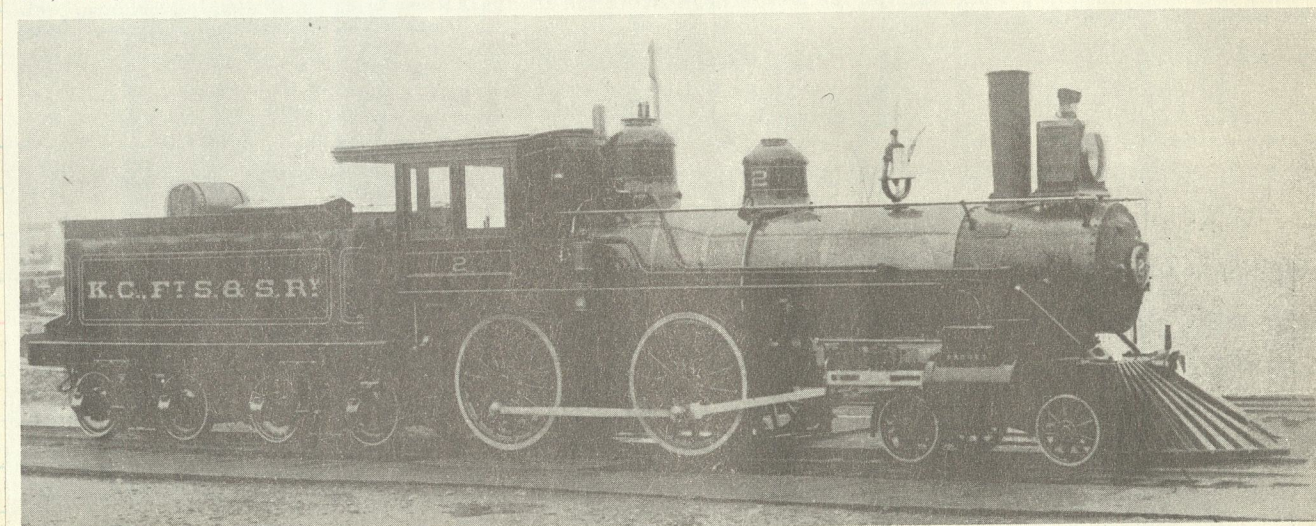


John B. Fink.

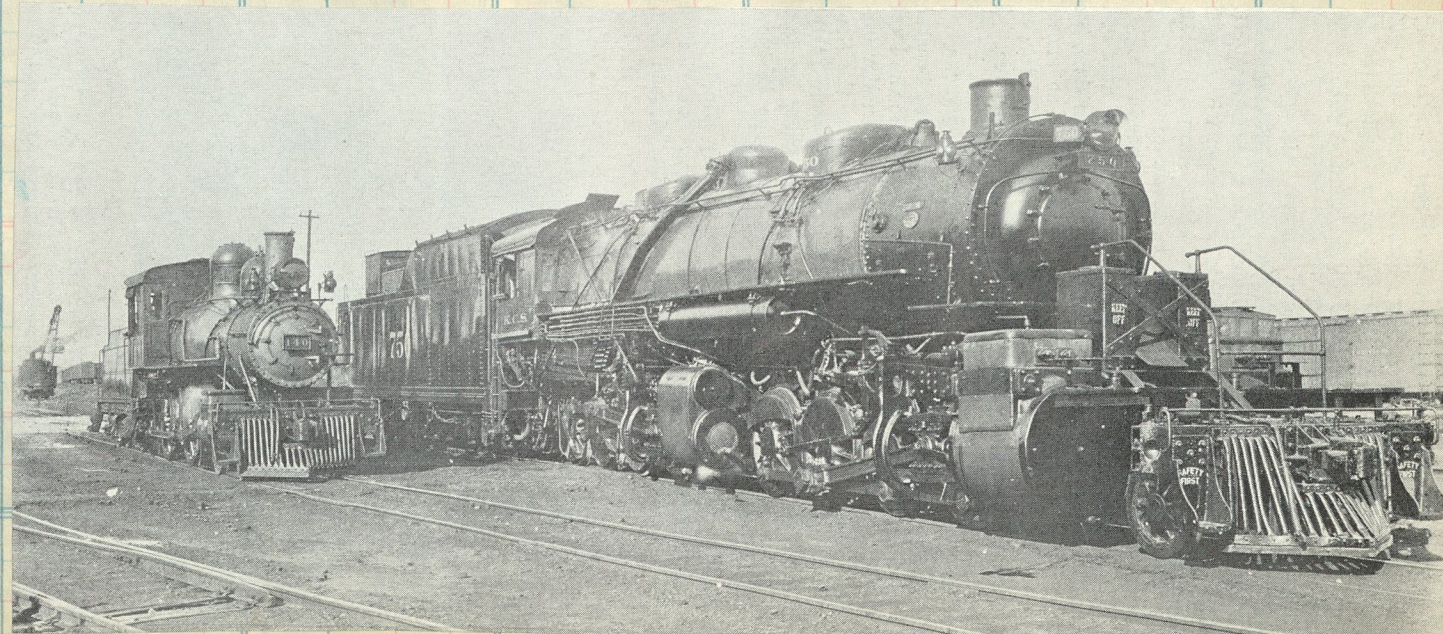
TODAY KCS runs a bus between Fort Smith and Sallisaw, Okla.; but once the road scheduled this consist. Credit Baldwin with 4-6-0 600. Fort Smith Union Station was demolished in 1966.



550-564 CLASS E-4 c/n 52958 RICHMOND 1913

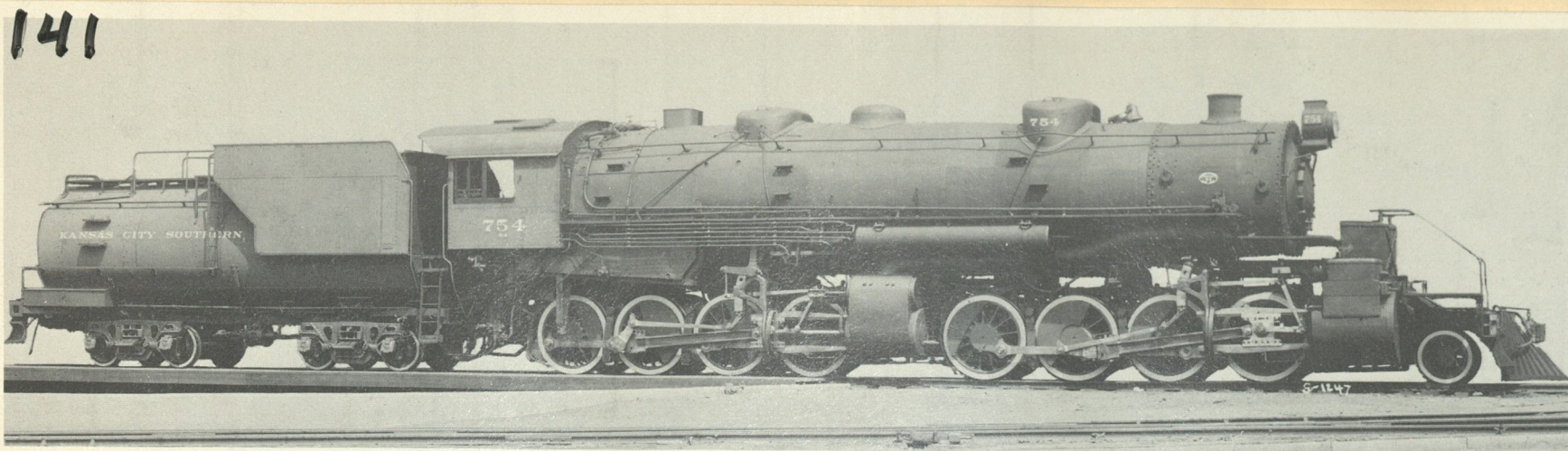


DEPOT AT RICH MOUNTAIN, ARKANSAS, forms the setting for this view of KCP&G Engine 140 and a passenger train in 1900. The 4-4-0 was originally KCP&G No. 11. Engineer Walter Hoag is at the throttle in this photo.

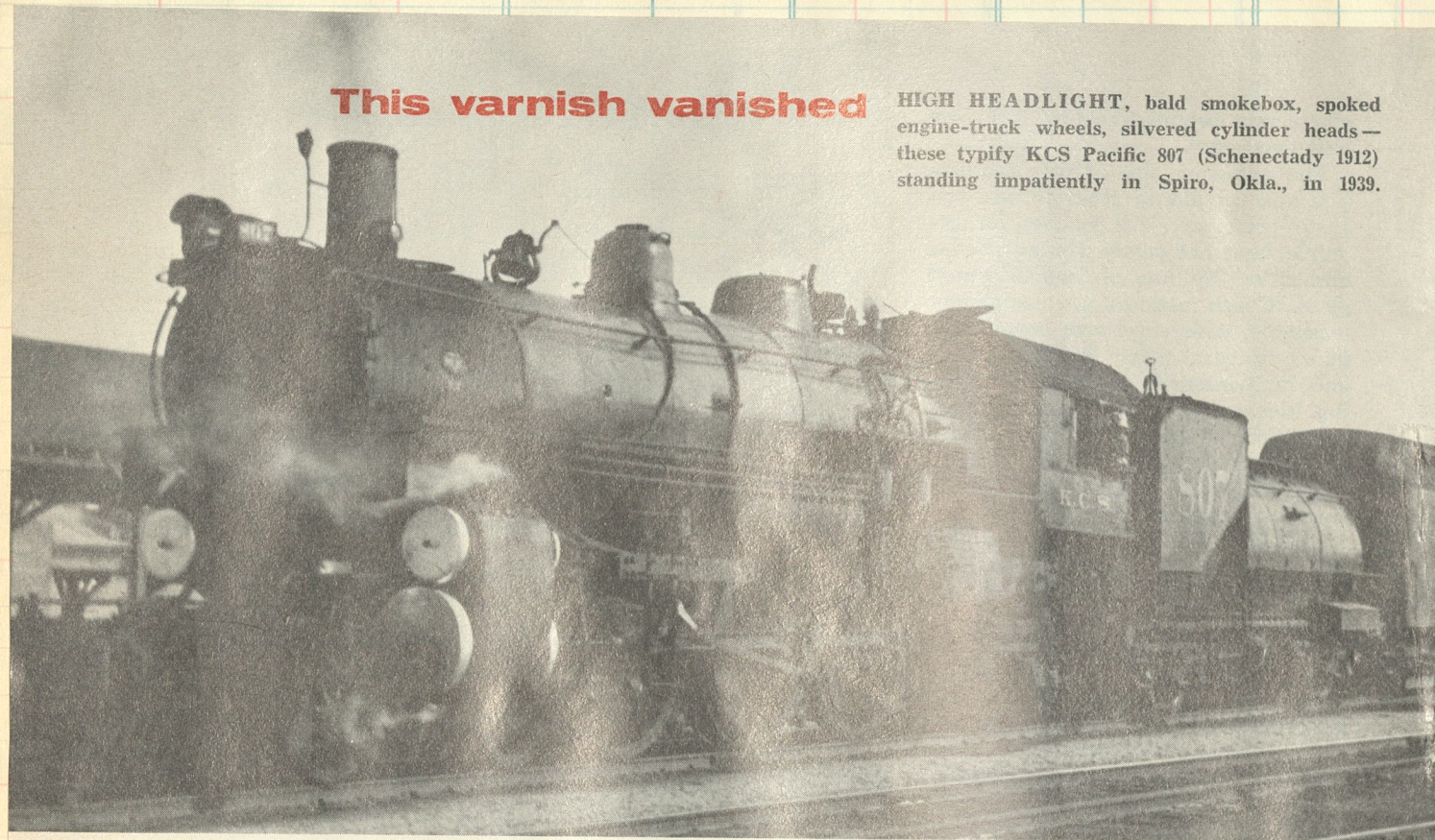
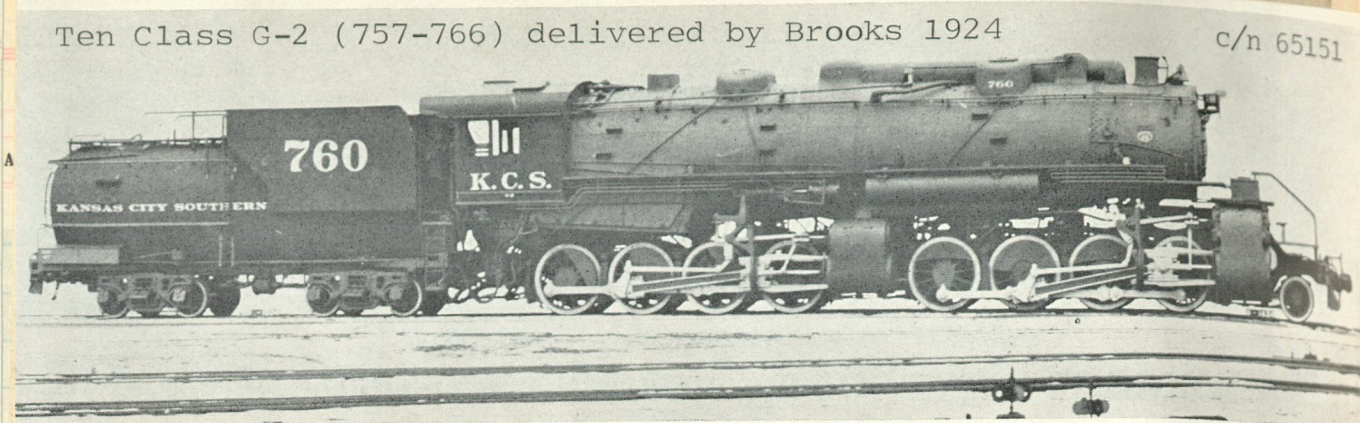


140

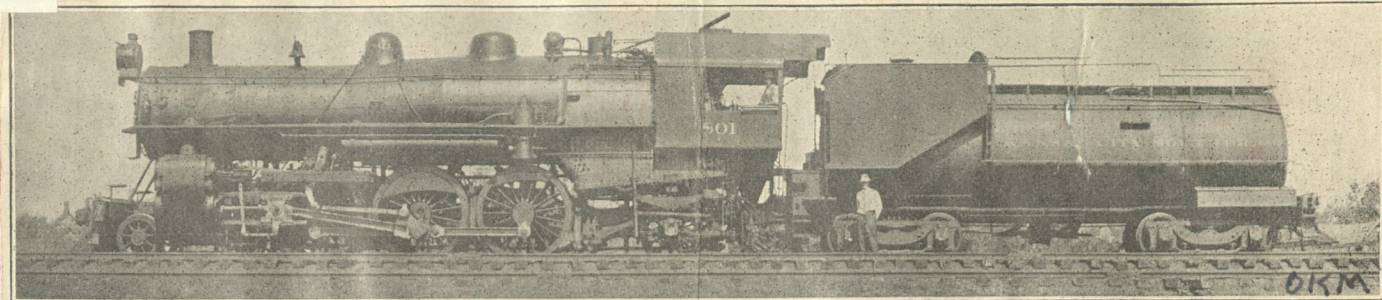
750



If you could call a 'malley' handsome, this would be it. Schenectady supplied seven [750-756] of these big brutes in 1918. C/n 59112.



John B. Fink.

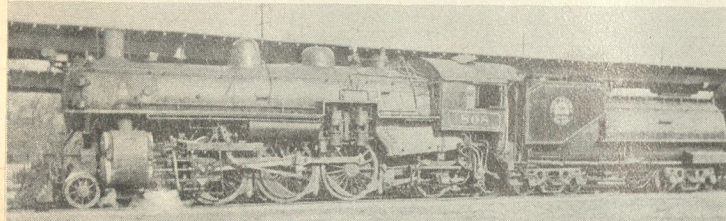


800-807 c/n 50622 Schenectady 1912

700-711 class G c/n 50619 Schenectady 1912

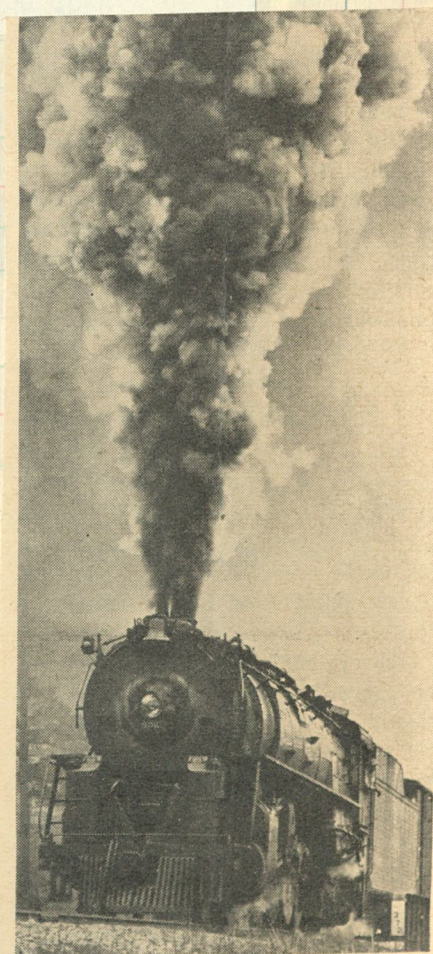
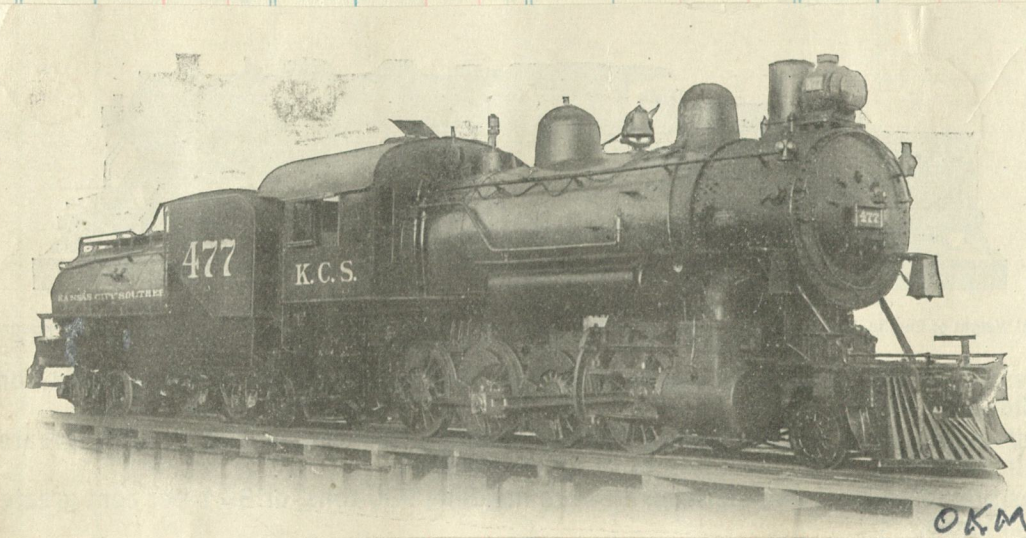
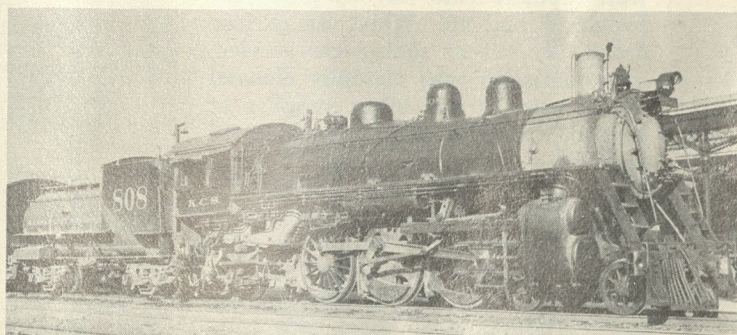


Fig. 75—Mallet Articulated (0-6-6-0) Compound Locomotive for Freight Service. Built for the Kansas City Southern by the American Locomotive Company. Cylinders, 22 in. and 35 in. x 32 in. Working Steam Pressure, 225 lbs. per sq. in. Diameter of Drivers, 56 in. Tractive Effort, 81,900 lbs. Heating Surface—Tubes, 4,160 sq. ft.; Firebox, 214 sq. ft.; Total, 4,374 sq. ft.; Superheater Surface, 858 sq. ft. Grate Area, 72.3 sq. ft. Rigid Wheel Base, 10 ft. 2 in. Total Engine Wheel Base, 31 ft. 2 in. Total Weight of Engine, 352,000 lbs. Fuel, Oil.

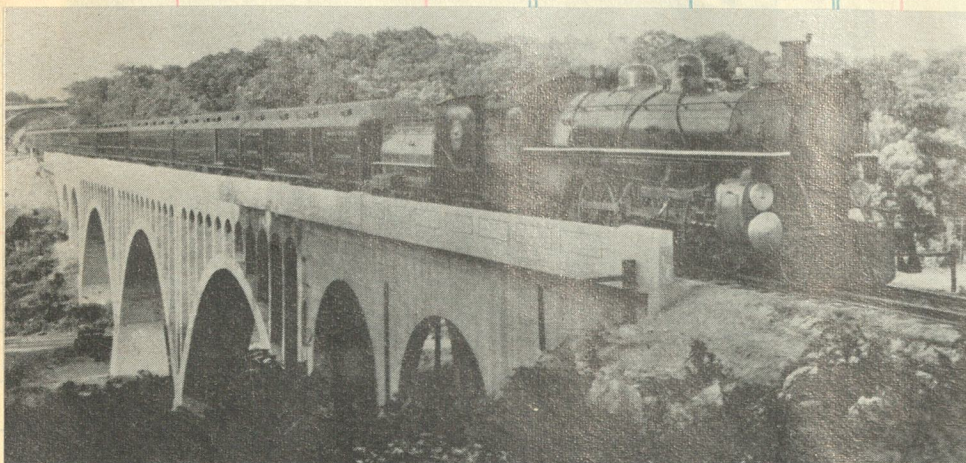


Charles E. Winters.

PACIFIC 808 carried the train name The Flying Crow on her Vanderbilt tank in 1940 (above), but by 1946 (right) she was in standard livery. Sometime during World War II she acquired an extra sandbox.

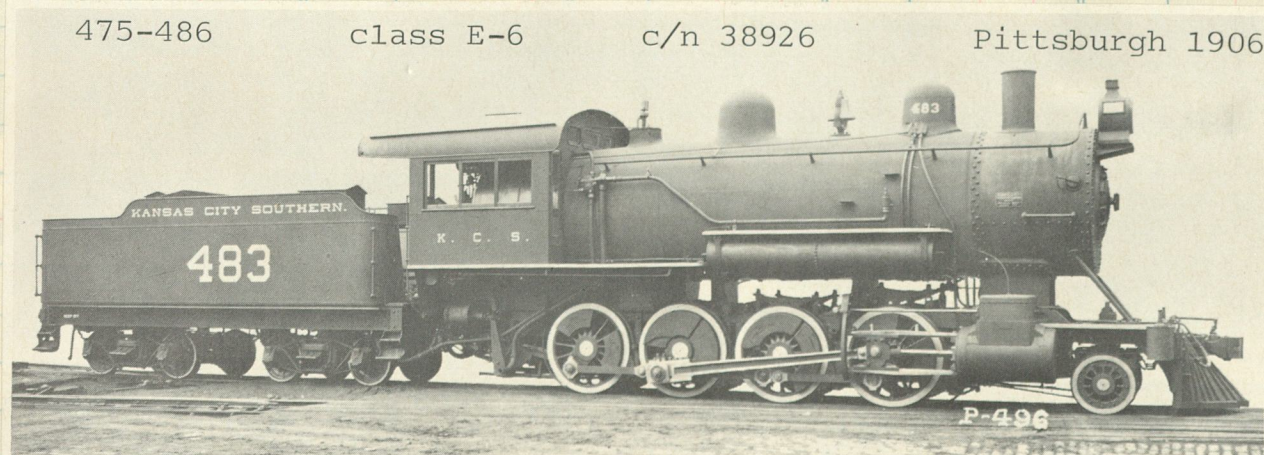


ENGINE WORKS HARD ON GRADE Column of smoke belched out by locomotive 906, Class J, of Kansas City Southern, helps to make an attractive photograph; picture taken at Topping Rich Mountains, Ark., as locomotive was pulling northbound fast freight train 88.



Author's collection.

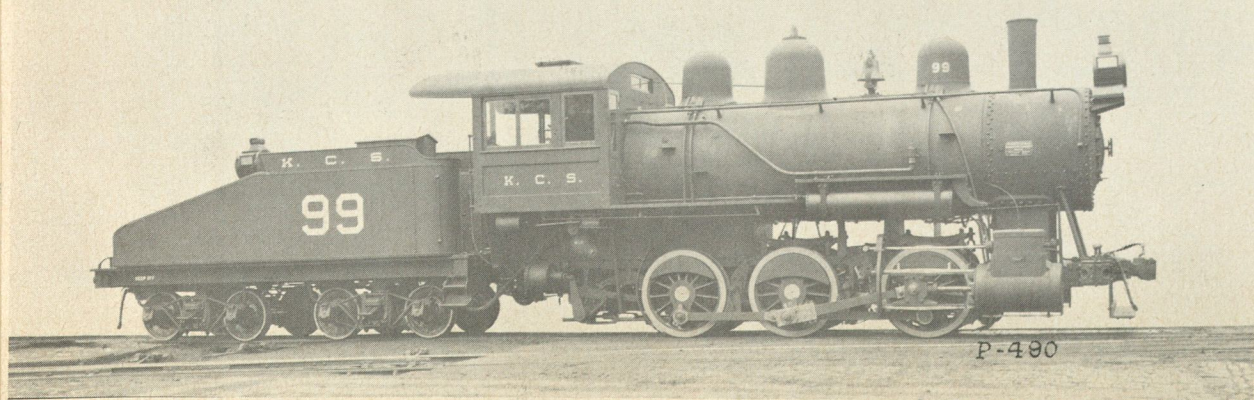
PREDEPRESSION Flying Crow paused for this publicity shot behind the ubiquitous 808, which not only bore the train name on its tank but carried cab-rooftop "crow horns" as well.



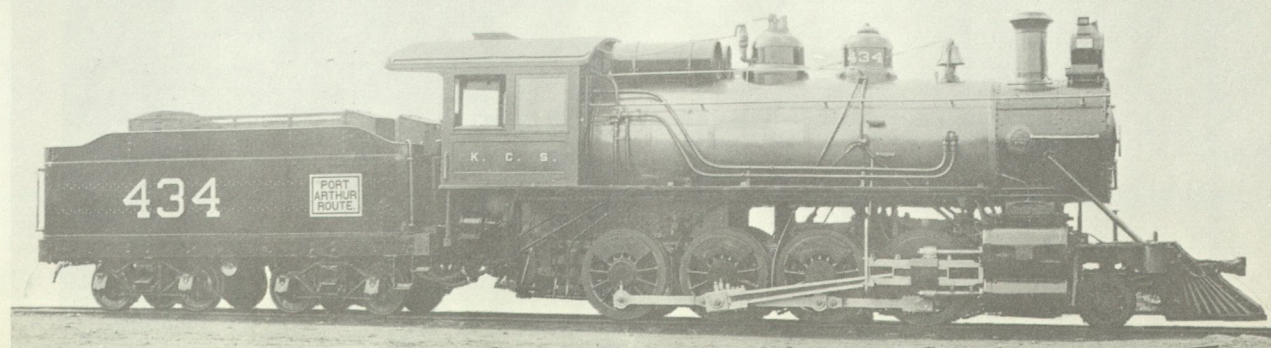
P-496

430-434 Baldwin 1903 c/n 21742 renoed 474 rebld as 0-8-0 in 1924 #1000

93-100 class F-2 c/n 38936 Pittsburgh 1906



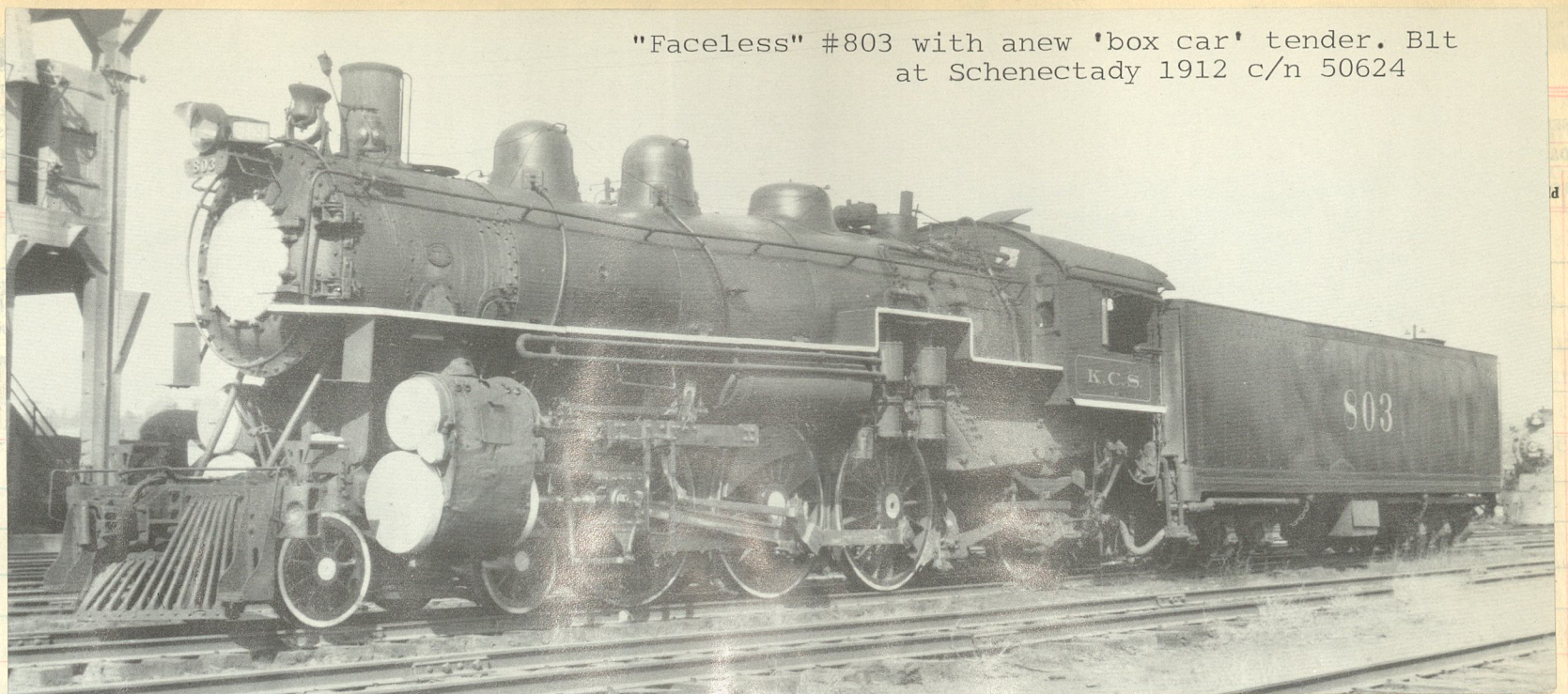
P-490



Kansas City Southern #434, 1902, 2-8-0 type.

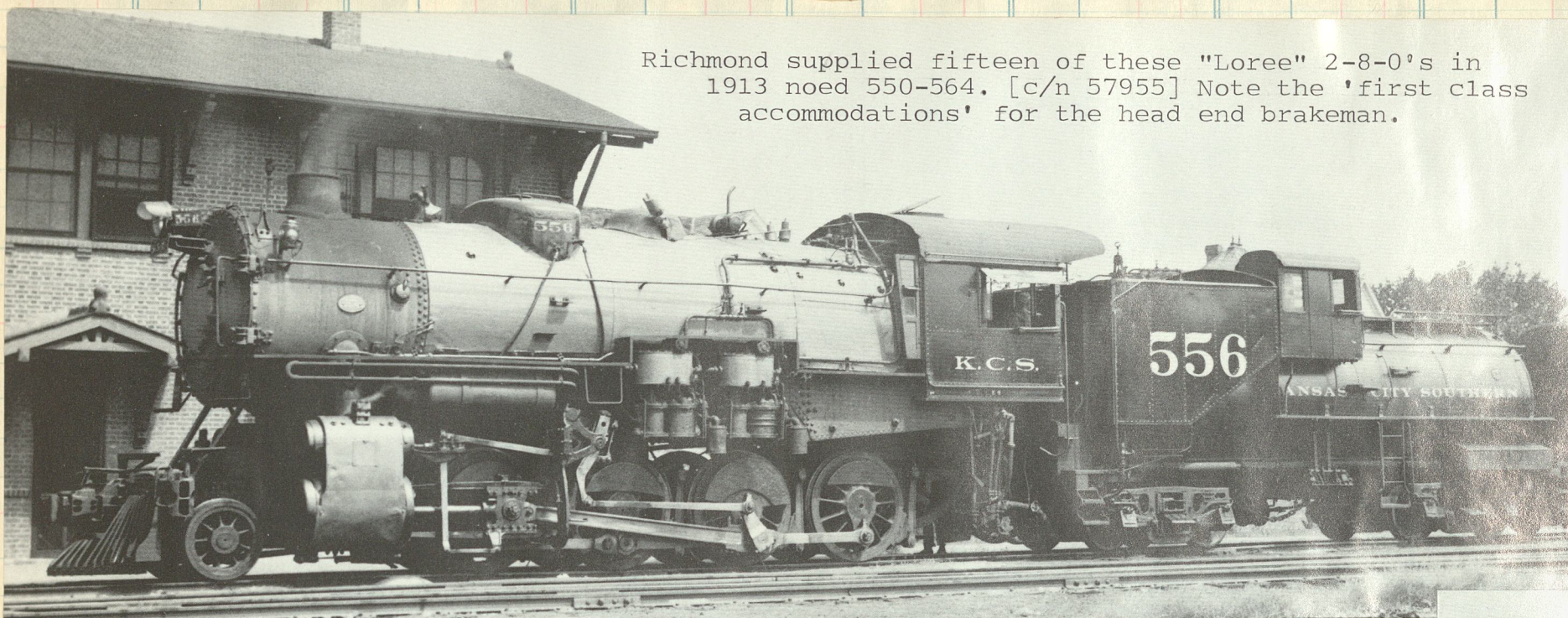


Train #15 just north of Shreveport. Some sort of material appears to be fouling the rear tender truck and is starting to derail!



"Faceless" #803 with anew 'box car' tender. Blt at Schenectady 1912 c/n 50624

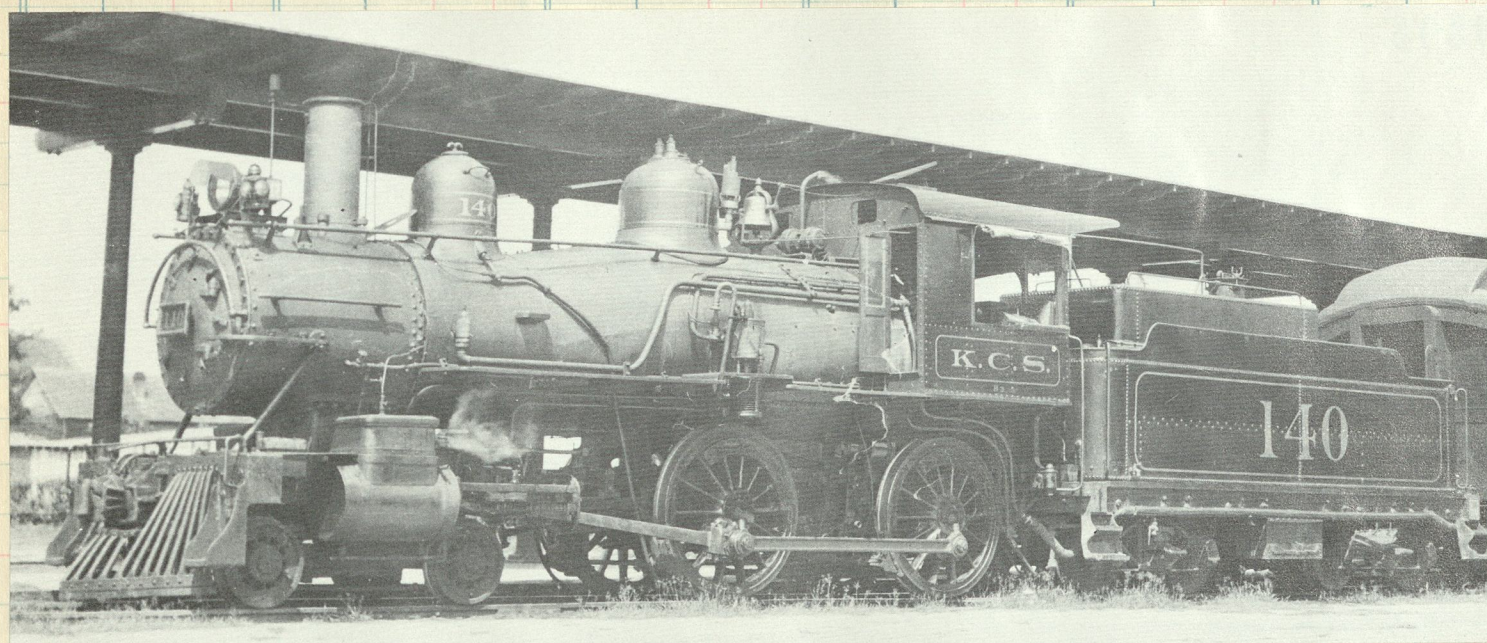
142



Richmond supplied fifteen of these "Loree" 2-8-0's in 1913 noed 550-564. [c/n 57955] Note the 'first class accommodations' for the head end brakeman.



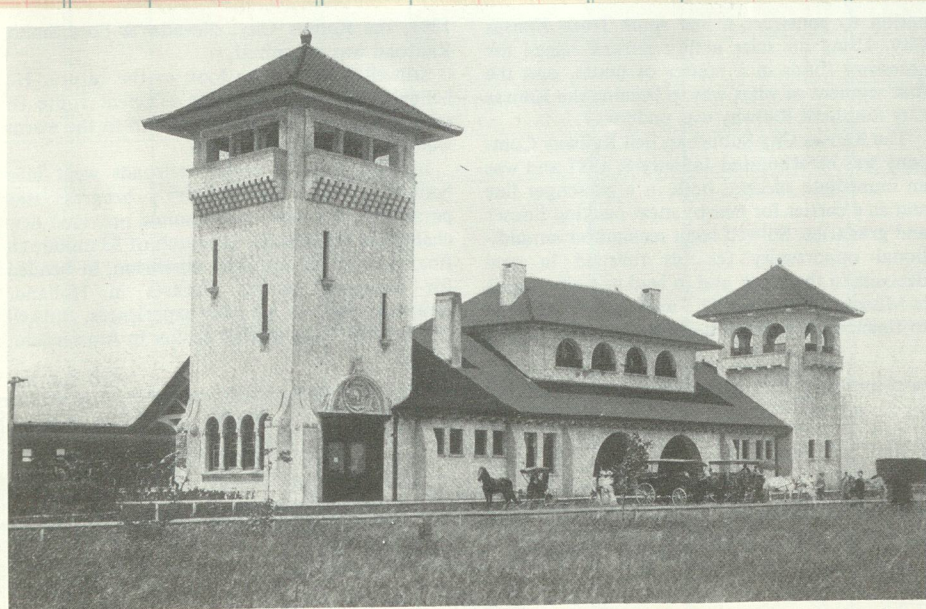
Extra 752 south thunders along near Forbing, La.



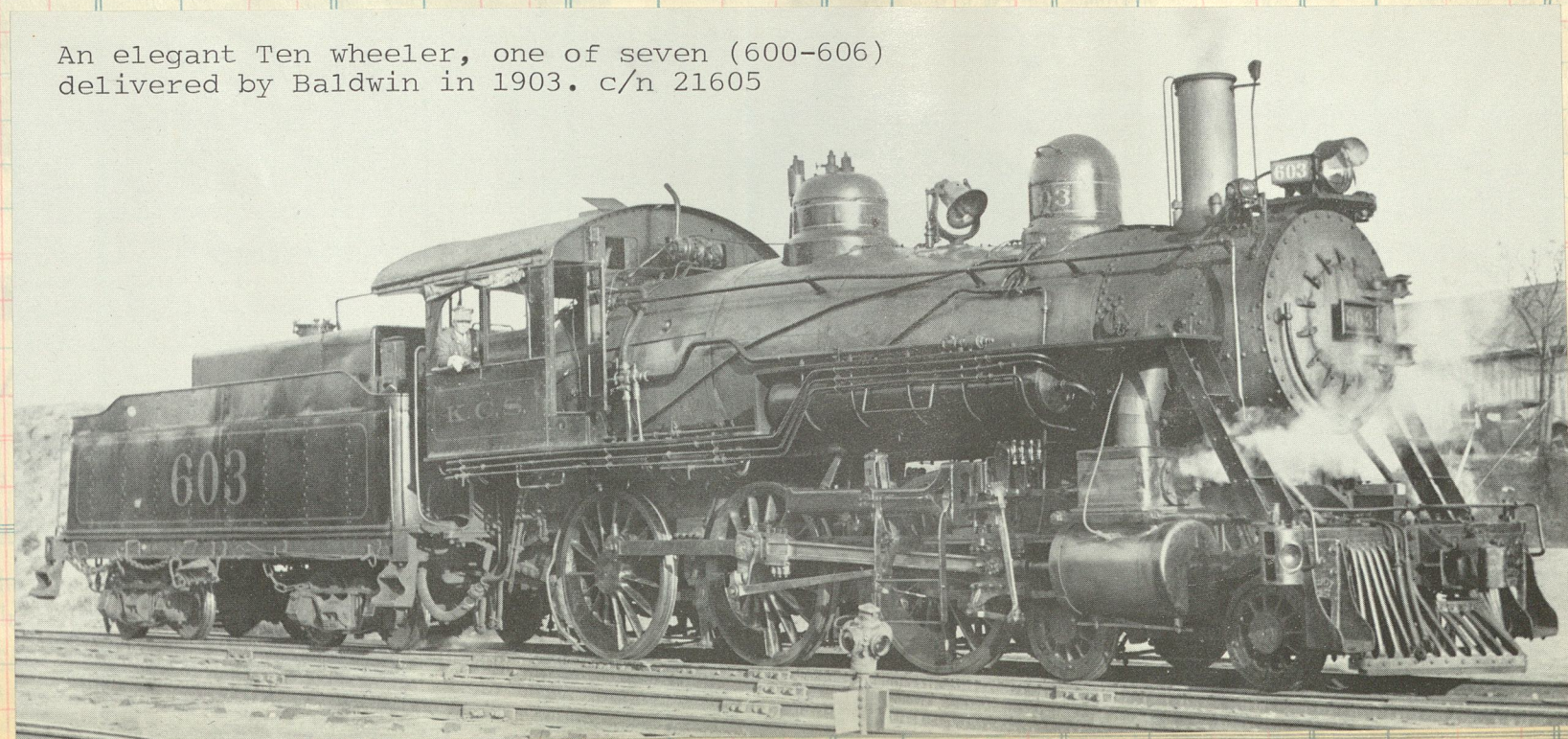
The 140 was built as K.C.P. & G. #11 by Schenectady in 1893. c/n 4167



The Lake Charles branch Trn #216 near De Quincy in 1937. Eng the 143, org K.C.P. & G. #14 from Schenectady 1895 c/n 4303



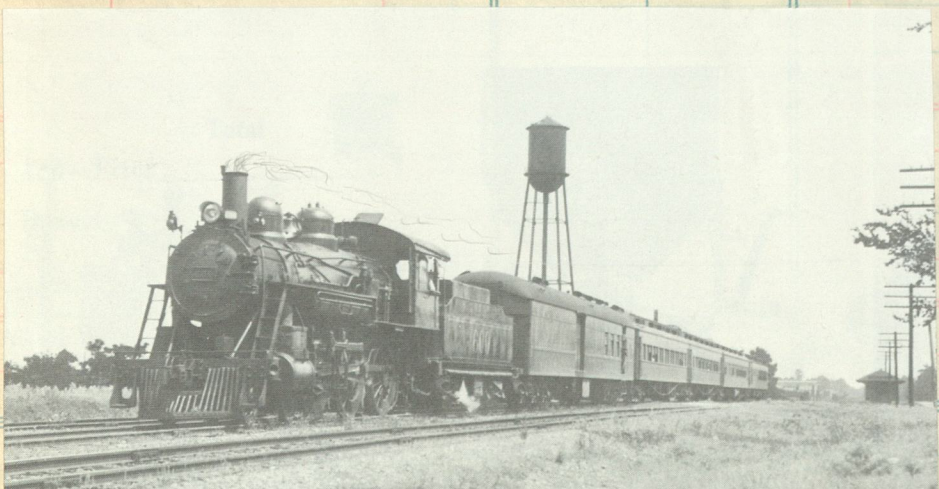
Collection of Frank A. Weer
When this postcard was printed, the required postage was just one cent. Kansas City Southern's Spanish-style station at Port Arthur, Tex. was at the extreme south end of the original KCS mainline, 790 miles from Kansas City. In later years Port Arthur, named for KCS Founder Arthur Stilwell, was served by two daily trains which connected with the Kansas City-New Orleans service at Shreveport, La.



An elegant Ten wheeler, one of seven (600-606) delivered by Baldwin in 1903. c/n 21605



A black and white photograph of a large steam locomotive, likely a Union Pacific model, pulling a freight train. The locomotive is emitting smoke from its smokestack and has the number 122 visible on its side. The train is moving along a track in a rural or industrial setting.



A black and white photograph of a steam locomotive pulling a freight train. The locomotive is a large, dark-colored engine with a prominent smokestack emitting a thick, dark plume of smoke that rises into the sky. The train consists of several freight cars, including boxcars and open-top cars, trailing behind the locomotive. The train is moving along a track that curves slightly to the left. The surrounding landscape is wooded with tall trees, and there are hills visible in the background. The overall scene captures a moment of industrial power in a natural setting.

Near Rich Mountain, Ark., KCS Pacifics 803 and 802 thunder southward with Merchandise Special 77. "These high-driven passenger engines were also notable performers in time freight service," observes Mr. Brown.

LOUISIANA & ARKANSAS RY. CO.-



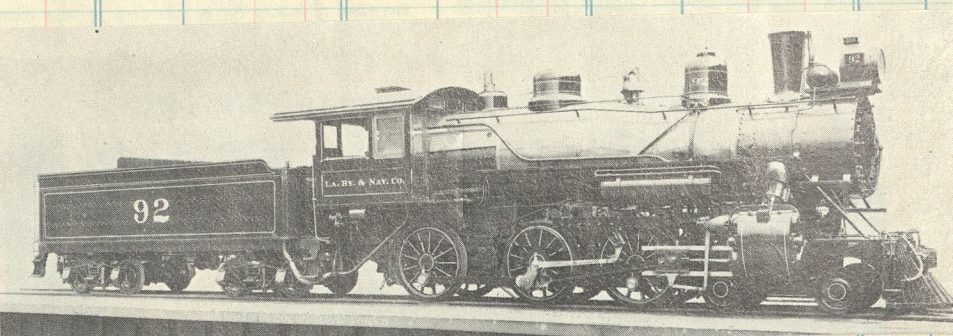
Louisiana Railway & Navigation Co.

No. 2—The Shreveporter. Daily.
12-Sec. D.R. Sleeper Shreveport to St. Louis (from Hope on Mo. Pac.
No. 2). 12-Sec. D.R. Compt. Sleeper Shreveport to Memphis (from
Hope on M. P. No. 2). Observation-Cafe-Parlor Car and All-Steel
Coaches Shreveport to Hope. Oil-burning locomotives.

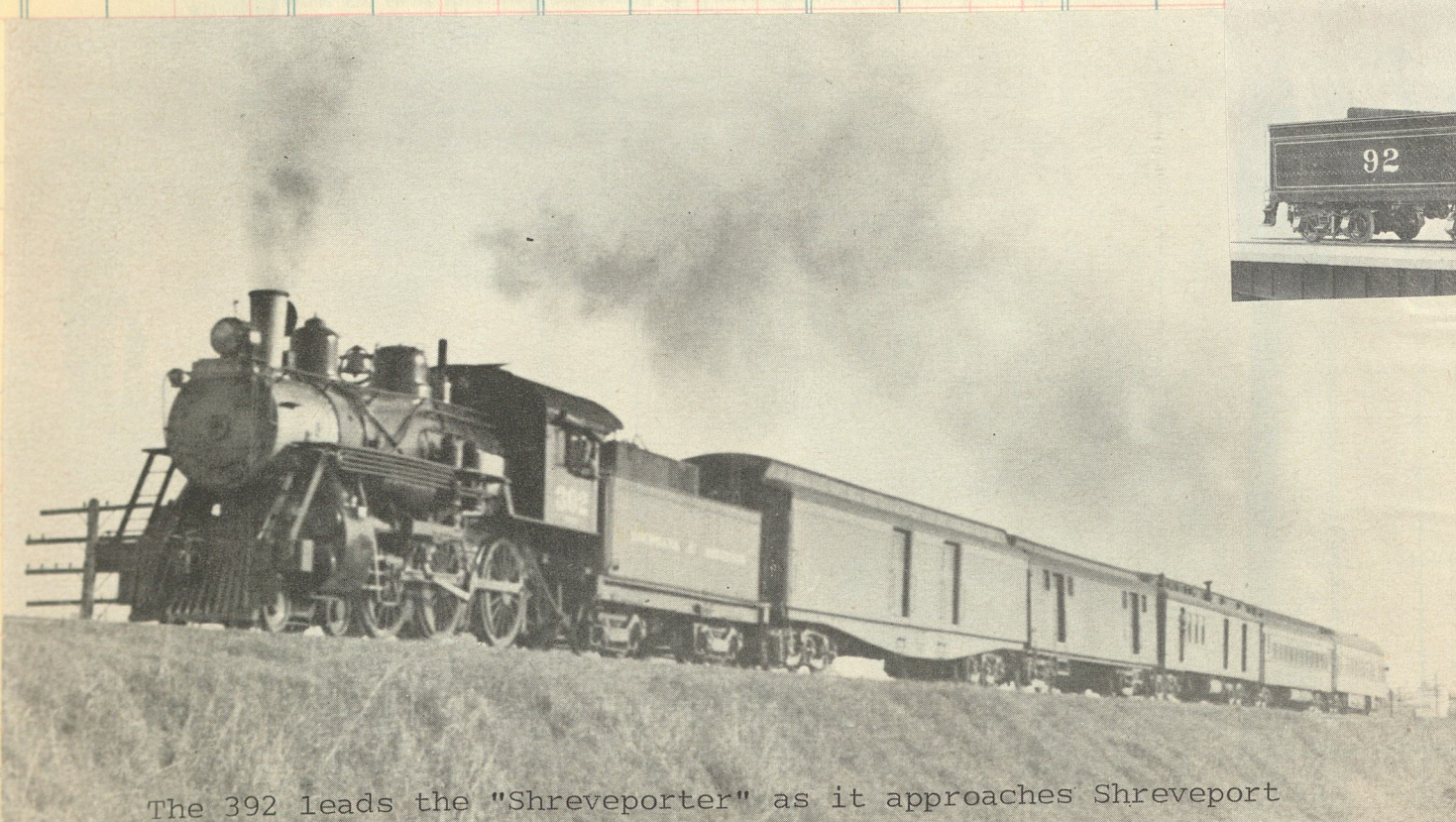
Ten wheeler #233 was built for the M-K-T
by Baldwin in 1905 [c/n 27110] noed 330.
Renoed 233, sold to LR&N #233 in 1923,
then to L & A.

**STEPPING
THROUGH
THE DEW**

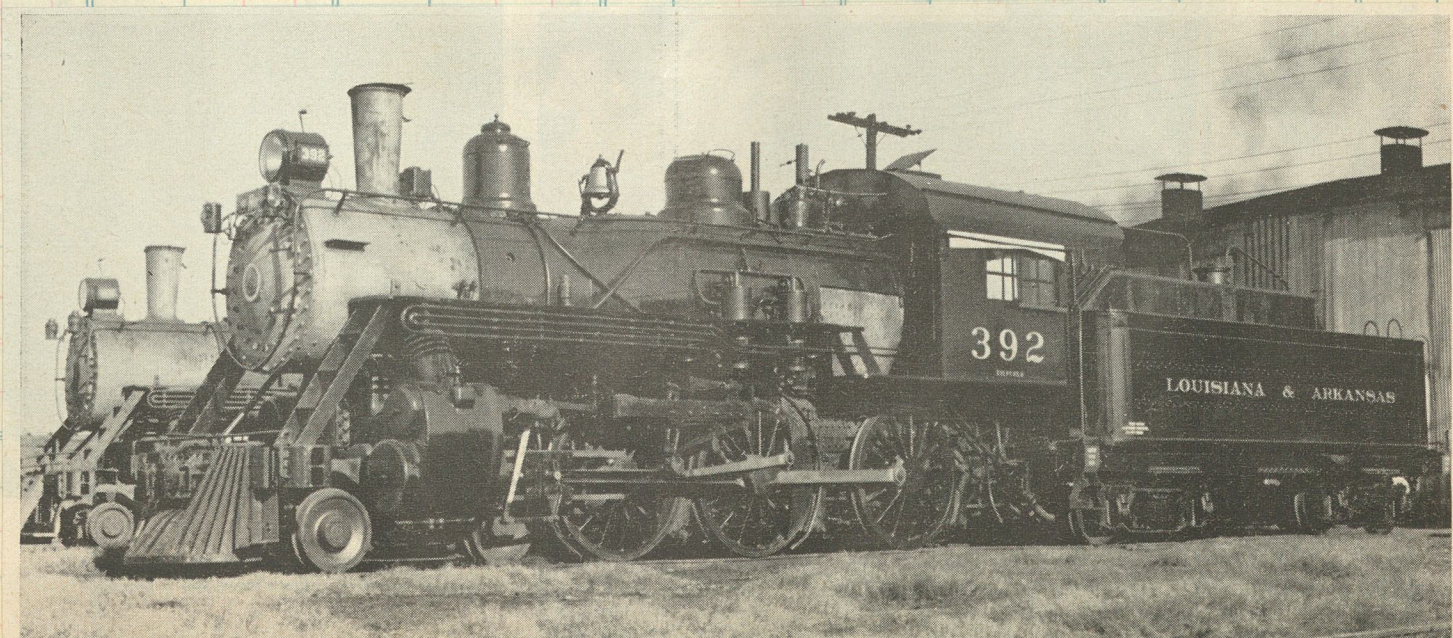
BACK IN 1932 — when the fact
of an “oil-burning locomotive” was
considered legitimate advertising
copy — the Shreveporter gets
out of its namesake city on the
evening run to Hope, Ark. The
stately 4-6-0, No. 233, came to
the roster of L&A from the Katy.



La Ry & Nav #92, a hardy
Ten Wheeler delivered by
Baldwin (c/n 40311) 1913
To L&A #392 in 1929



The 392 leads the "Shreveporter" as it approaches Shreveport

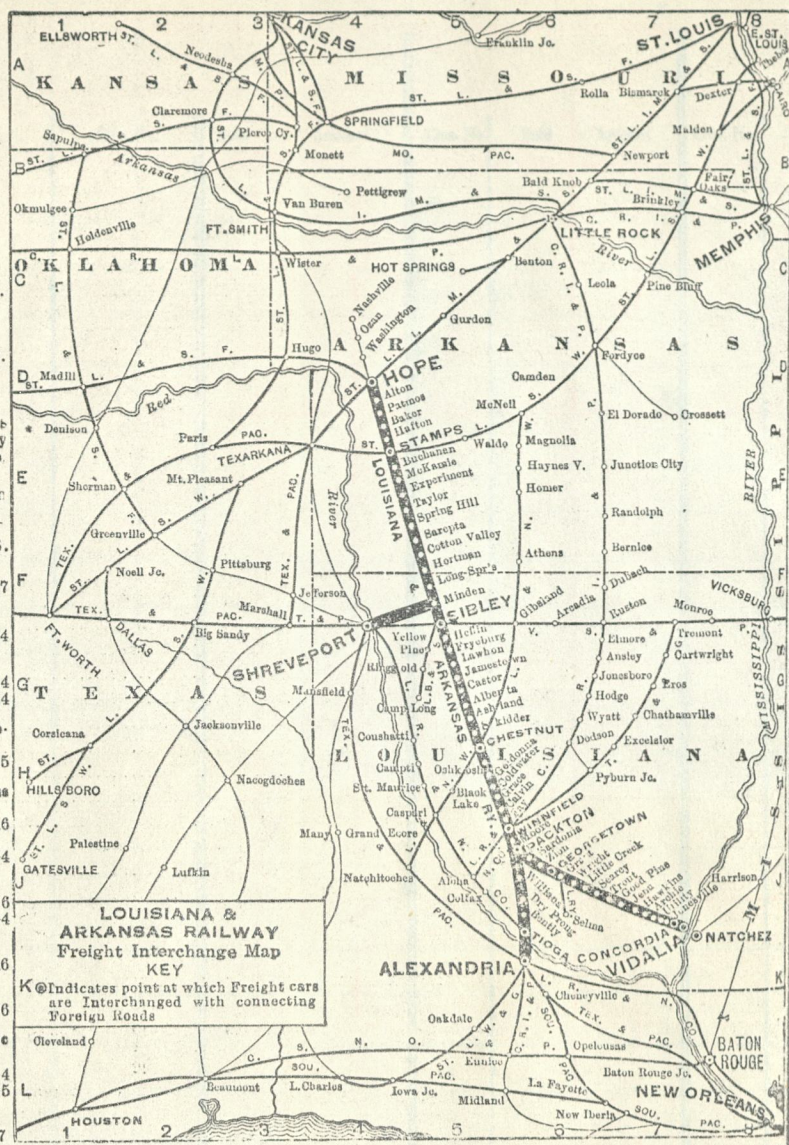


LOUISIANA & ARKANSAS RY. CO.

GENERAL OFFICERS.
W. J. BUCHANAN, President.....Texarkana, Ark.
C. G. LUNDY, Vice-President and General Manager in Charge of Operation.....Minden, La.
N. JOHNSON, Superintendent.....
E. F. SALISBURY, Chief Engineer.....
A. L. BURFORD, General Attorney.....Texarkana, Ark.
P. S. CARROLL, Treasurer.....
O. E. MOORE, Auditor.....
W. F. PREGG, Assistant Auditor.....
B. S. ATKINSON, Traffic Manager.....
F. A. KEY, JR., Gen. Freight and Pass. Agent.....
W. F. WRIGHT, Purchasing Agent.....
J. E. TIERNEY, Mechanical Superintendent.....Minden, La.
W. P. ROWLAND, Claim Agent.....
W. L. HANCOCK, Car Accountant.....
DR. J. R. DALE, Chief Surgeon.....Texarkana, Ark.

GENERAL OFFICES, TEXARKANA, ARK.
Miles of road operated, 302. Gauge, 4 ft. 8 1/2 in. Locomotives (coal burning, 2; oil burning, 41), 43. American Railway Express Co. operates over this line. No Sleeping Car Co. operating over this line.
Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.

FREIGHT CONNECTIONS AND JUNCTION POINTS.
Chicago, Rock Island & Pacific—
Alexandria, La.....K6
Packton, La.....J6
Winnfield, La.....J6
Houston & Shreveport (See Sou. Pac. Lines in Tex. & La.)
Kansas City Southern—
Shreveport, La.....G4
Louisiana & Northwest—
Chestnut, La.....H5
Louisiana Ry. & Navigation Co.—
Alexandria, La.....K6
Shreveport, La.....G4
Winnfield, La.....J6
Louisiana Ry. & Nav. Co. of Texas
Shreveport, La.....G4
Mississippi Central—
Vidalia, La.....K7
Missouri Pacific—
Alexandria, La.....K6
Georgetown, La.....J6
Hope, Ark.....D4
Tioga, La.....K6
Vidalia, La.....K7
Morgan's Louisiana & Texas (See Sou. Pac. Lines in Tex. & La.)
Natchez & Southern—
Vidalia, La.....K7
St. Louis-San Francisco—
Hope, Ark.....D4
St. Louis Southwestern—
Shreveport, La.....G4
Stamps, Ark.....E4
Sibley, Lake Bisteneau & Southern—
Sibley, La.....G6
Southern Pacific Lines in Texas & Louisiana—
Alexandria, La.....K6
Shreveport, La. (via Kansas City Southern).....G4
Texas & Pacific—
Alexandria, La.....K6
Shreveport, La.....G4
Tioga & Southeastern—
Tioga, La.....K6
Tremont & Gulf—
Winnfield, La.....J6
Vicksburg, Shreveport & Pacific
Shreveport, La. (via St. L. S. W.).....G4
Sibley, La.....G6
Yazoo & Mississippi Valley—
Vidalia, La.....K7



LOUISIANA RAILWAY & NAVIGATION COMPANY.

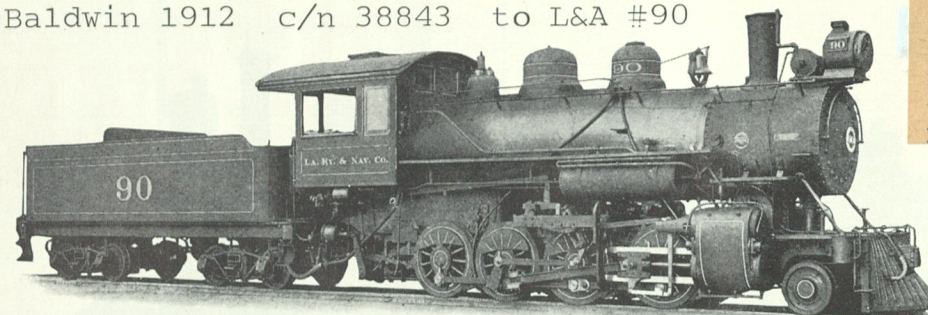
GENERAL OFFICERS.
MRS. SARAH EDENBORN, President.....Shreveport, La.
PAUL SIFFEL, Vice-President.....
E. A. STAMM, 2nd Vice-President.....
E. O. MANN, Assistant to President.....
J. N. CAMPBELL, Traffic Manager.....
L. H. MATHEIS, Assistant General Freight Agent.....
C. H. ATHERTON, Chief of Tariff Bureau.....
J. J. TIPPIN, Auditor and Secretary.....
E. A. BERRY, Assistant Auditor.....
J. W. LEGGETT, Car Accountant.....
E. H. MARTIN, Assistant Treasurer.....
J. M. LOTT, Pay Master.....
R. J. BLAIR, Superintendent.....
C. R. MEER, Chief Engineer.....
M. F. MCCARRA, Master Mechanic.....
C. C. COLLEY, Purchasing Agent.....
E. H. RANDOLPH, General Counsel.....
R. E. MILLINE, General Attorney.....New Orleans, La.
J. G. LYNCH, Freight Claim Agent.....Shreveport, La.
L. F. YOUNG, Land and Timber Agent.....
H. L. GRAHAM, Superintendent of Terminals.....New Orleans, La.

GENERAL OFFICES, SHREVEPORT, LA.
Miles of road operated, 343.67. Gauge, 4 ft. 8 1/2 in. Locomotives (oil burning), 51. American Express Co. operates over this line. Pullman Sleeping Car Co. operates over this line. Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.

FREIGHT EQUIPMENT.
The freight cars of this Company are marked "L. R. & N. Co." and numbered and classified as follows:



Baldwin 1912 c/n 38843 to L&A #90



to Crossett Lumber #15 in 1947

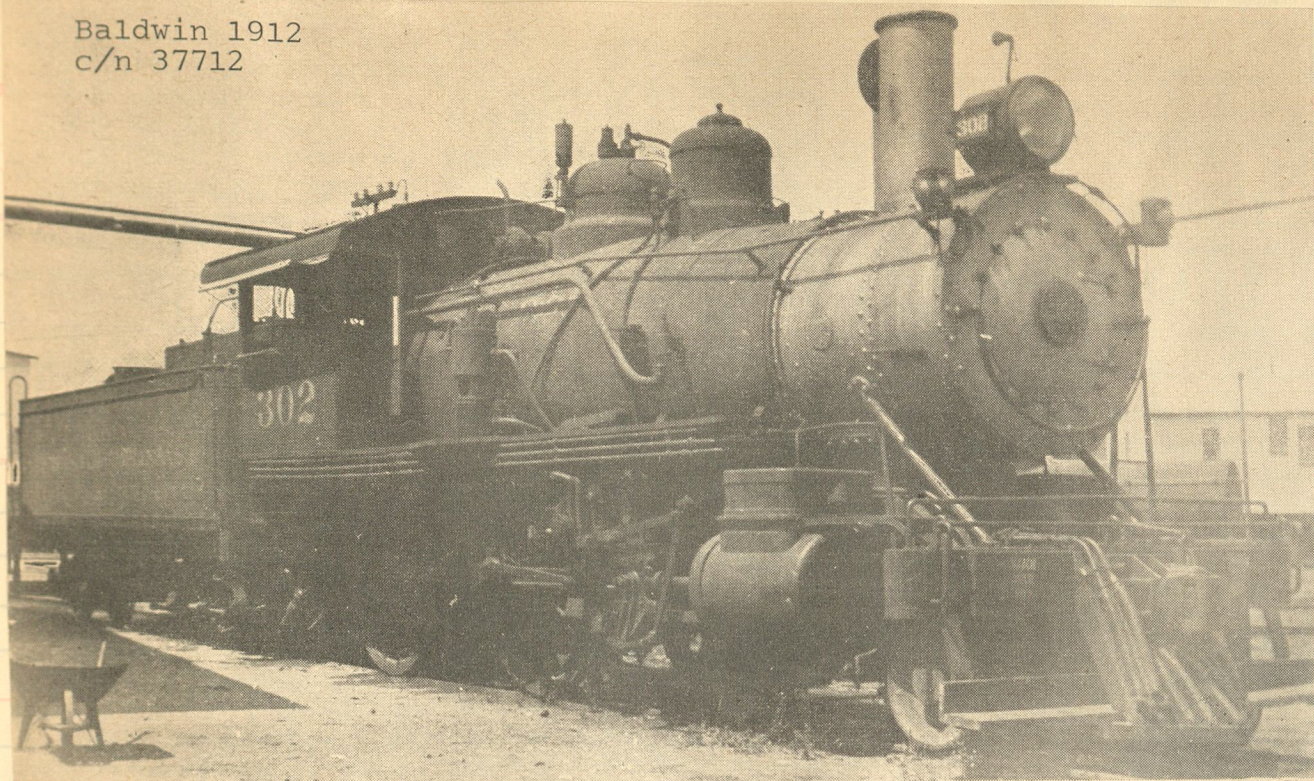
J. W. R., Guthrie, Okla.—The Louisiana Railroad & Navigation Co. was inc. in 1903 to succeed the old Shreveport & Red River Valley Ry. The line from New Orleans to Shreveport was put into operation in 1907, and by 1918 the road had 45 locomotives and 1,433 cars. In 1920 it was leased to the Louisiana & Arkansas for 999 years.



WORKING into their second world war, a pair of Louisiana & Arkansas Baldwin-built (1918) Russian 2-10-0's with auxiliary water tanks, Nos. 105 and 101, wrestle a heavy consist of construction material north out of Shreveport, La., toward a new steel plant in Daingerfield, Tex., in 1942. L&A predecessor Louisiana Railway & Navigation received seven—Nos. 100-106 (6 Baldwins and a lone Alco, No. 106)—of the 200 Decapods distributed to U.S. roads after the Bolshevik Revolution stopped their shipment overseas, and the engines shown re-

tain their original smokebox doors. This archetypal photo of old power under wartime stress graced Brown's 10 1/4 x 8-inch hardcover photo book *Locomotives and Trains of Kansas City Southern-Louisiana & Arkansas Railways*, which he compiled and published in 1953, a volume TRAINS correctly forecast as "a genuine collector's item." The right of way through here is now occupied by Interstate 20 as the L&A has long since been re-routed out of Shreveport on a new line from Blanchard, La., to a point on the old main near Karnack.

Baldwin 1912
c/n 37712



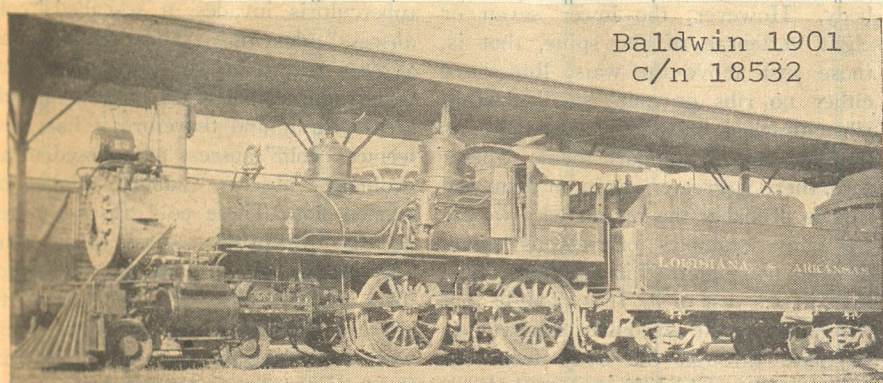
LOUISIANA & ARKANSAS ENGINE 302, A 4-4-0 TYPE, TAKEN AT MINDEN, LA.

Wm. Pletz



146

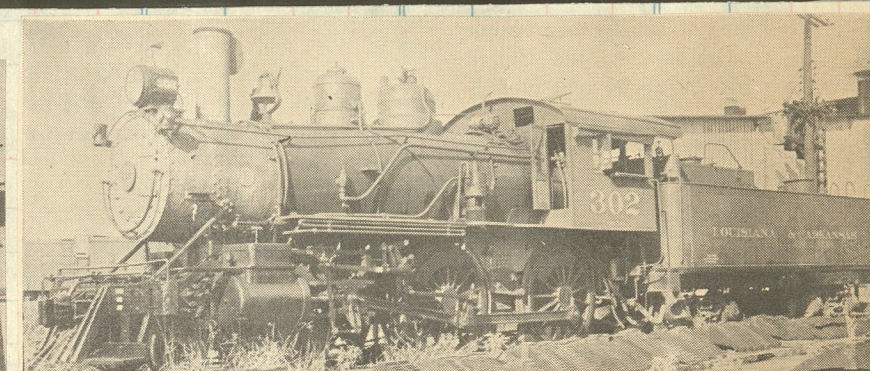
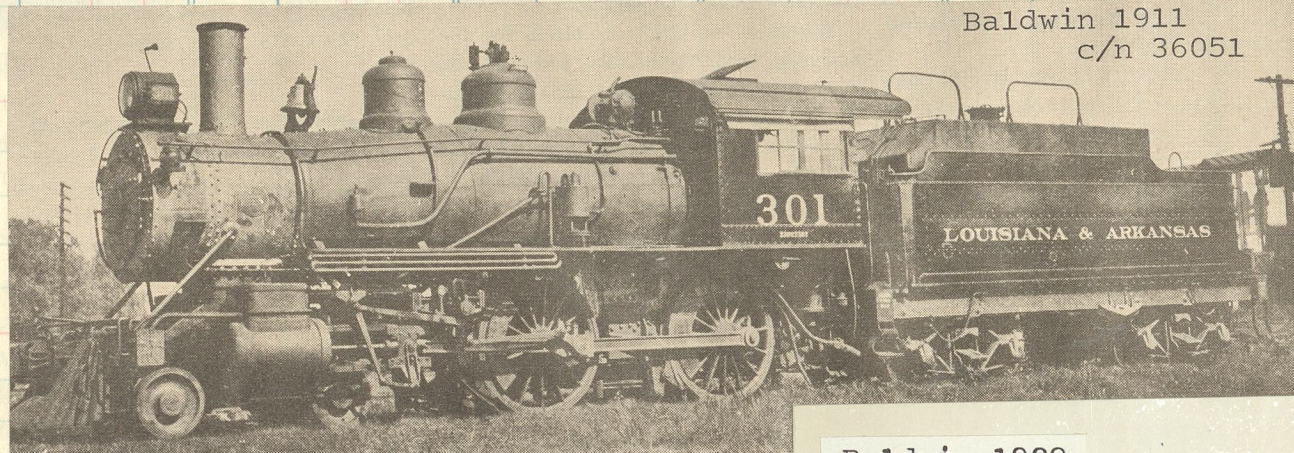
Baldwin 1901
c/n 18532



LOUISIANA & ARKANSAS RAILROAD'S ENGINE 54 AT SHREVEPORT, LA.
This photo was taken in 1933. This engine was formerly No. 54 of the Shreveport & Red River Valley Railroad.

C. W. Witbeck

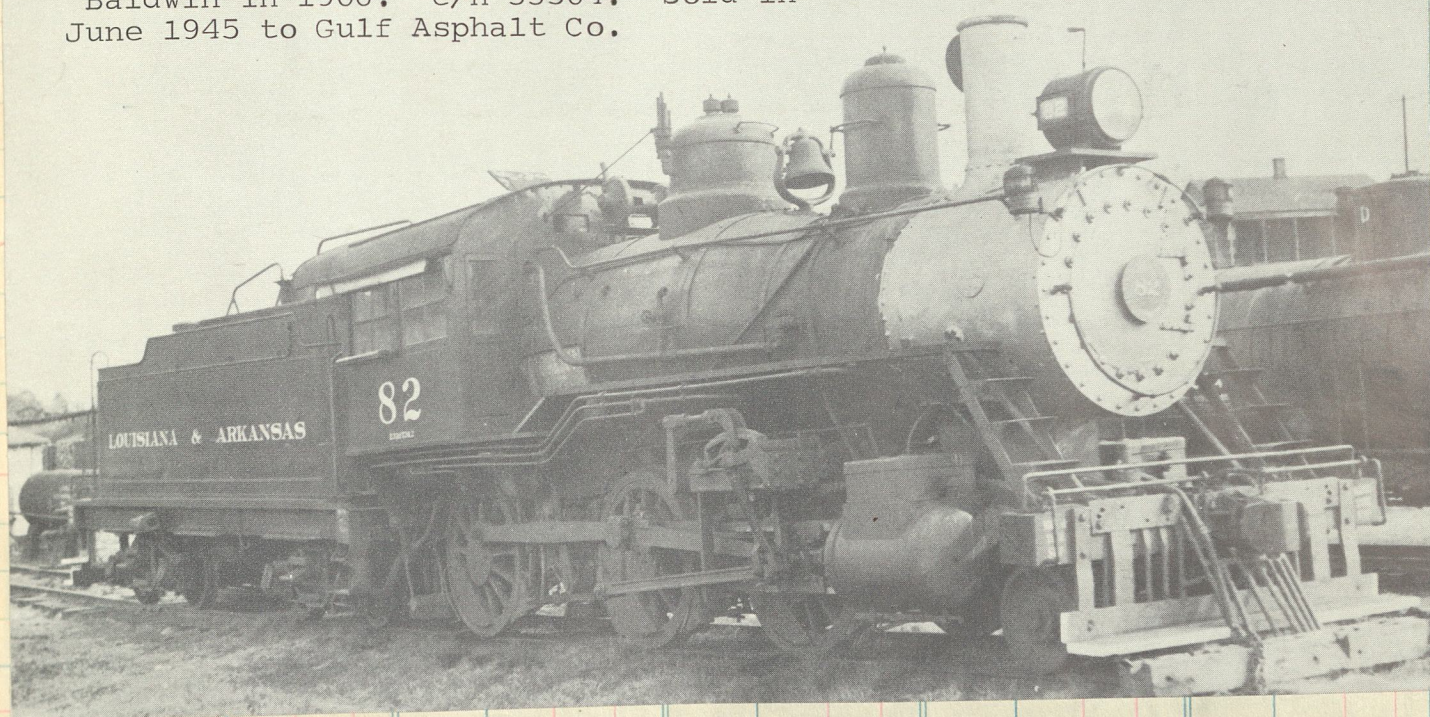
Baldwin 1911
c/n 36051



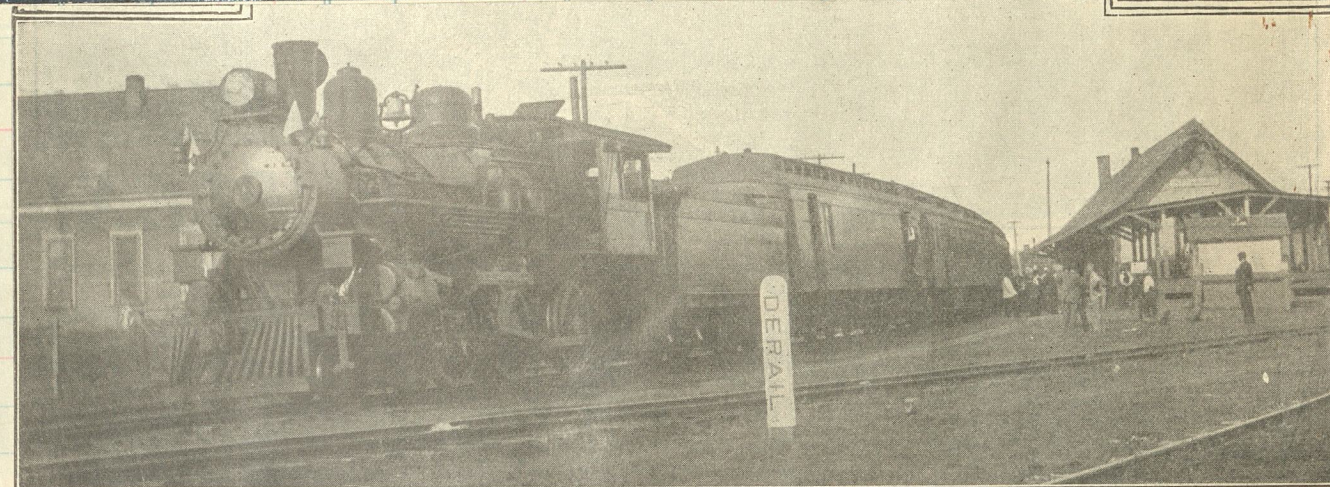
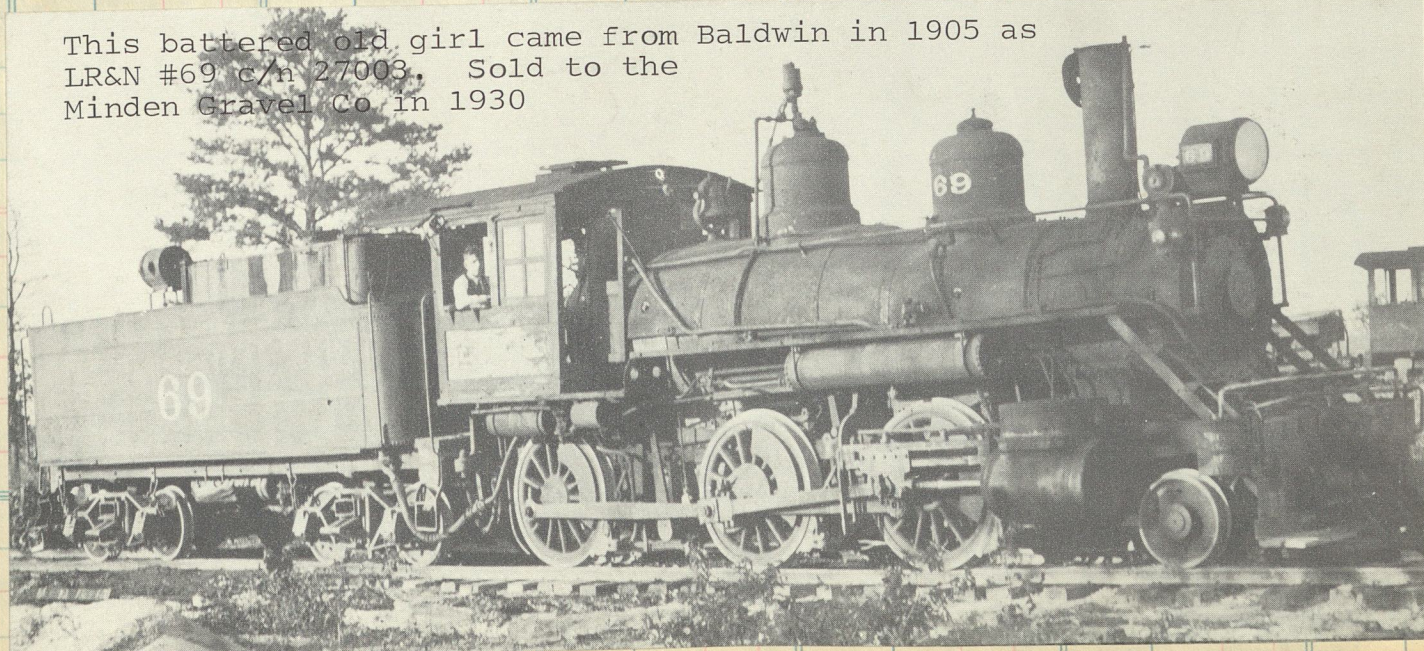
Baldwin 1909
c/n 33506



Mogul #82, former LR&N same number, was one of three constructed by Baldwin in 1906. c/n 33504. Sold in June 1945 to Gulf Asphalt Co.



This battered old girl came from Baldwin in 1905 as LR&N #69 c/n 27003. Sold to the Minden Gravel Co. in 1930



The Edenborn Inauguration Special at Pittsburg, Texas

A Baldwin Locomotive Inaugurates a New Through Service in the South

THE Louisiana Railway and Navigation Company recently purchased a branch of the Missouri, Kansas and Texas Railway, extending from Shreveport, La. to McKinney, Texas. This gives the former company a through line, about 500 miles in length, connecting New Orleans with a rich farming and lignite producing section in northeast Texas.

The first through train from New Orleans to McKinney, left the former city at three o'clock on the afternoon of April 22, 1923,

and reached its destination on the return trip at seven o'clock on the morning of April 26.

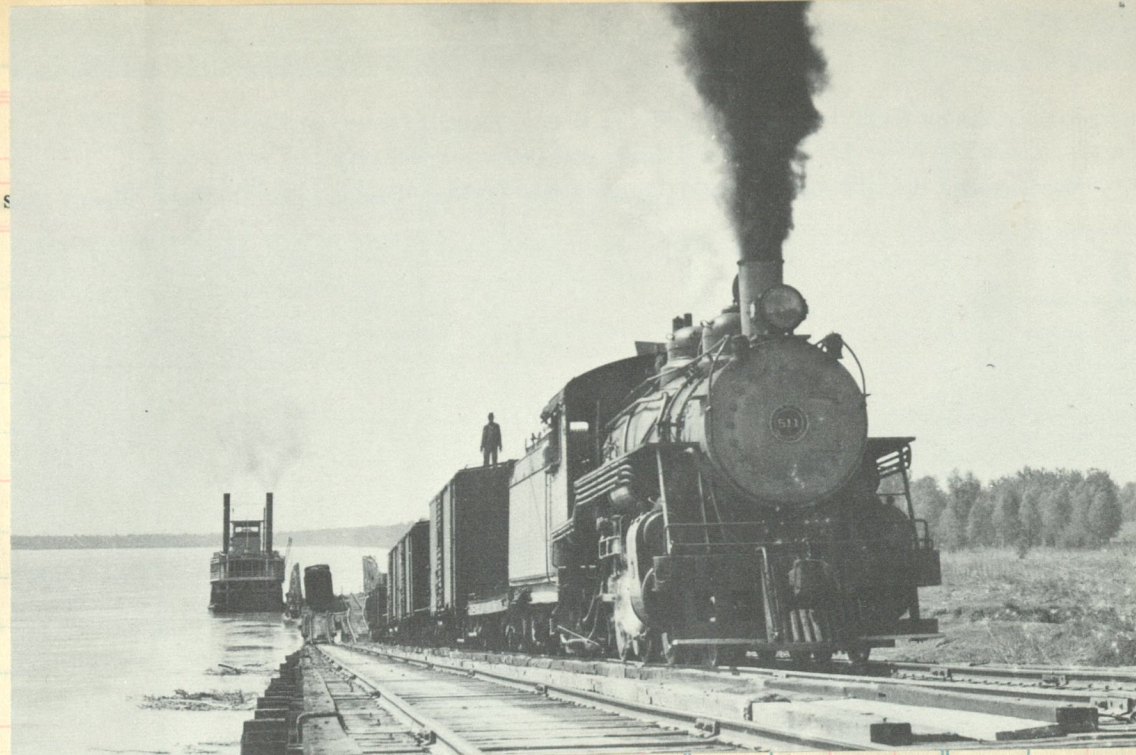
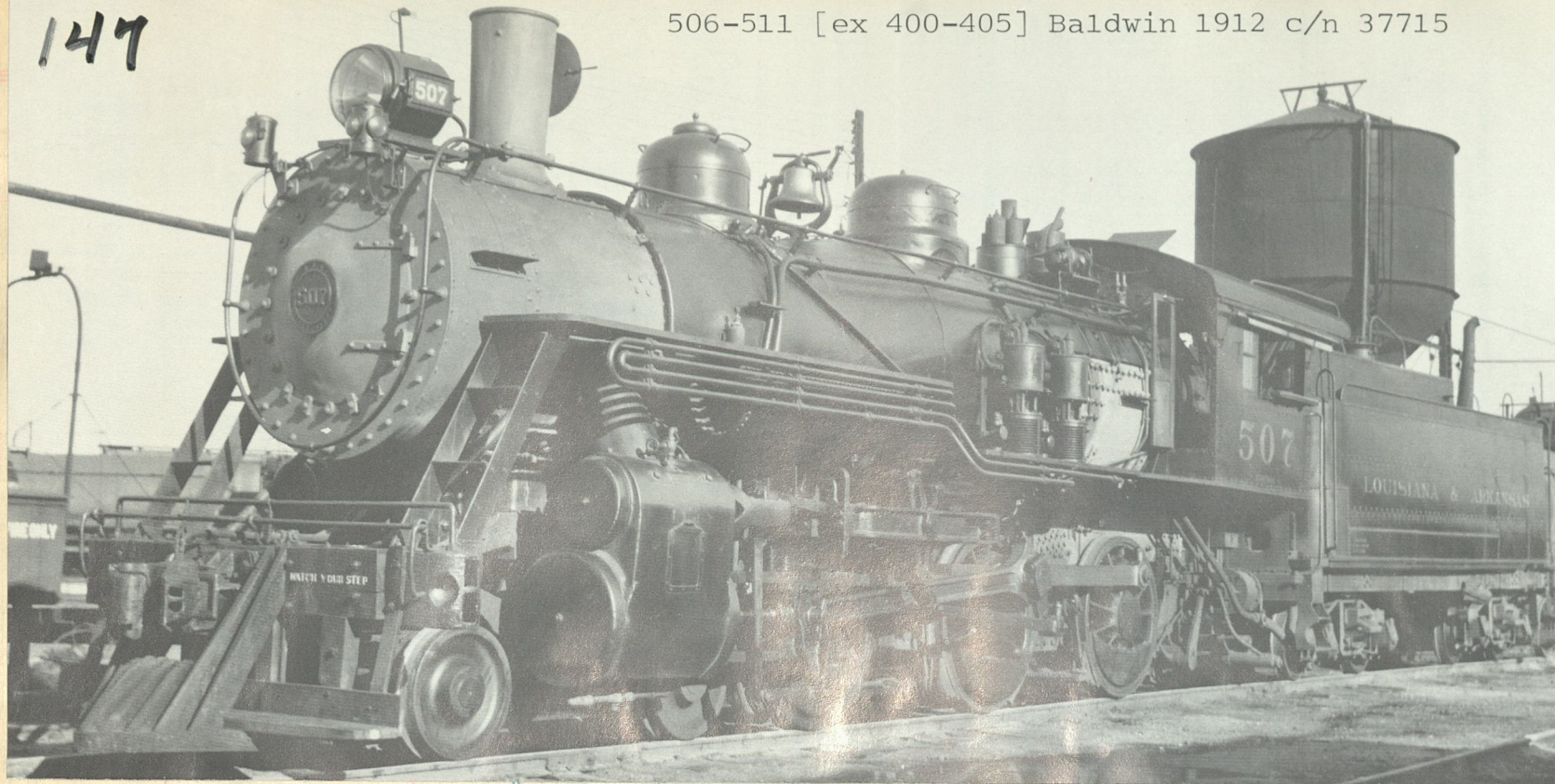
This Inauguration Special carried a large delegation of prominent business men, city and railway officials, including Mr. William Edenborn, President and owner of the road, and Mr. M. F. McCara, Superintendent of Motive Power. A continuous ovation greeted the train over the entire route and it has been described as a "Good Will Special."

The illustration shows the train at Pittsburg, Texas. It was hauled the entire distance to McKinney and return by Engine 94, a Baldwin Ten-wheeler built in 1913, and having 20 x 26-inch cylinders and 58-inch driving wheels. The locomotive made a fine record throughout the trip.

THE BALDWIN LOCOMOTIVE WORKS

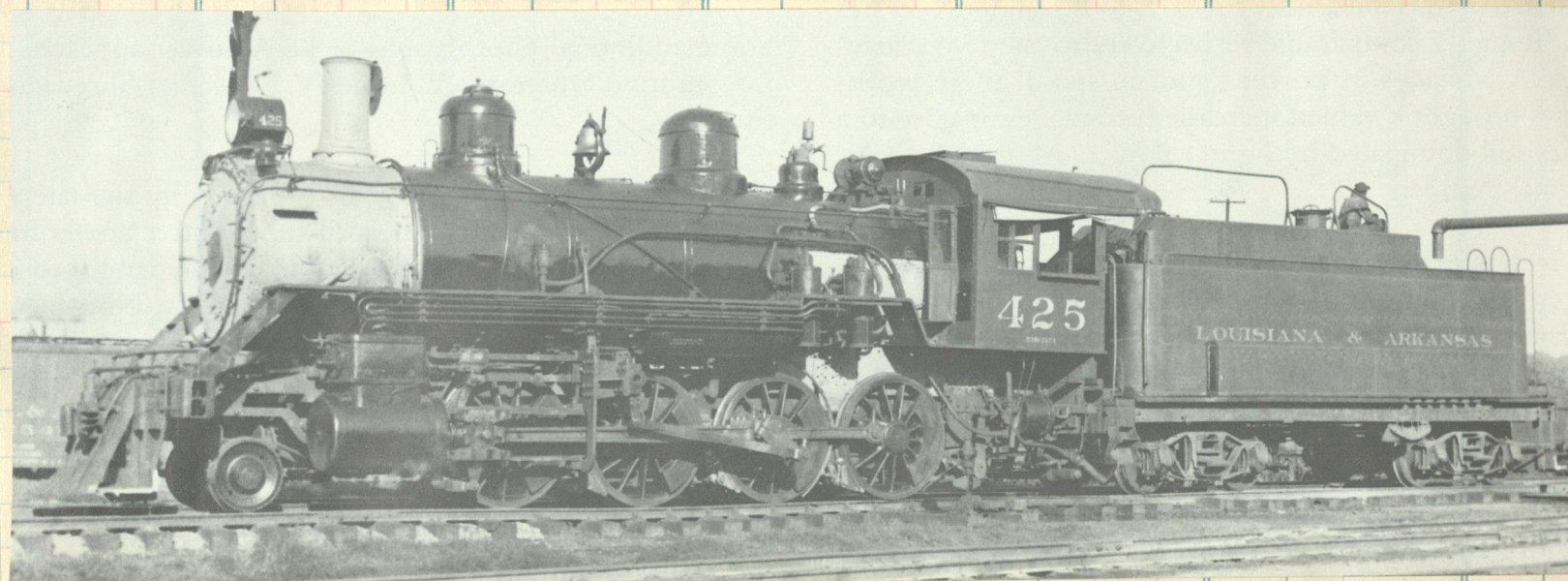
147

506-511 [ex 400-405] Baldwin 1912 c/n 37715

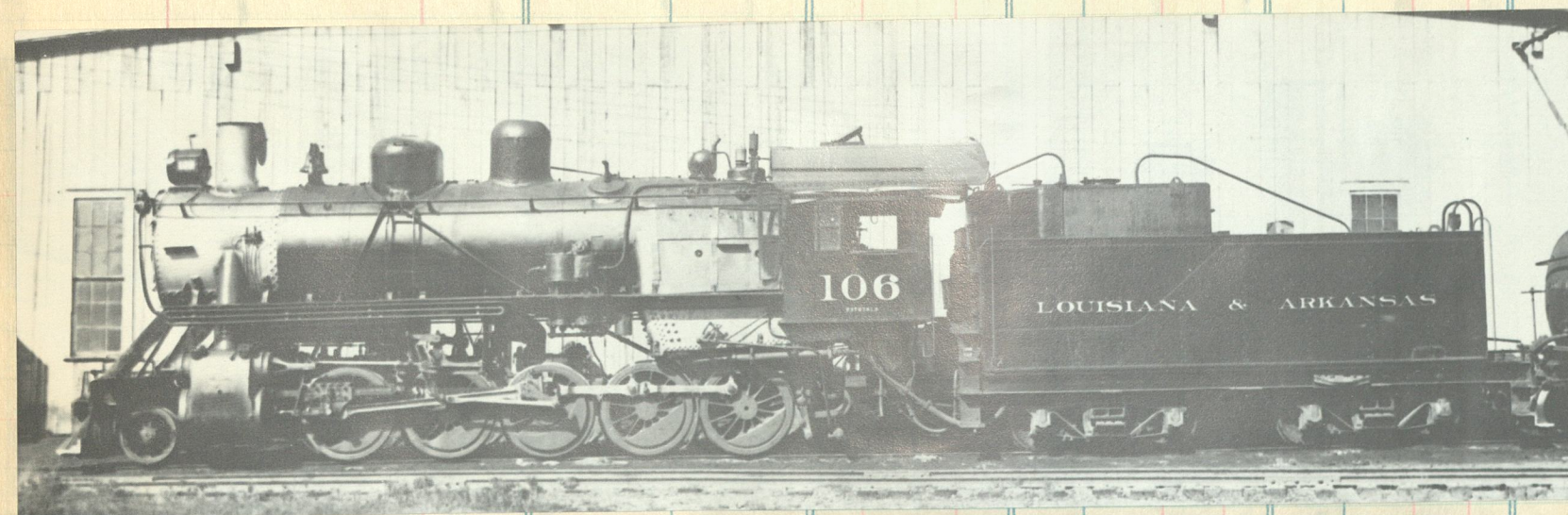


The 511 crawls up the steep embankment from the ferry slip at Filston, La.

Ex F.E.C. #252 purchased in 1936
Blt at Richmond 1924 c/n 65769
Sold to La. Eastern #18 in 1953



Five former Colorado Midland 2-8-0's, nos 201-205, bought by the L&A in 1920. Blt by Baldwin 1901. Noed L&A 425-429, #425 c/n 18632 sold to Comite Southern in 1949.

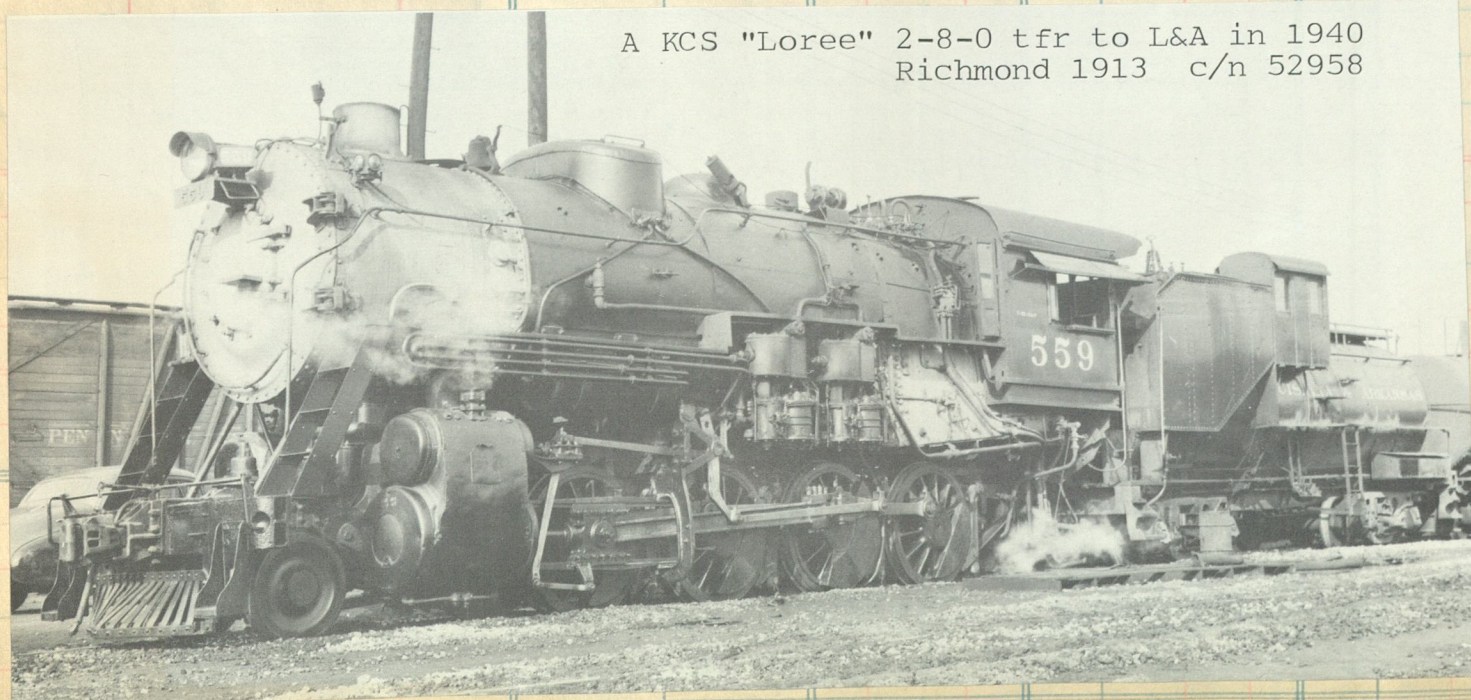


The L.R. & N. secured seven "Ruskie" 2-10-0's and noed them 100-106. The 106 was blt at Richmond 1918 c/n 58859 ex USA 1045. Right--the 104 came from Baldwin, USA 1168, c/n 48055 in 1918. Sold to La. Midland in 1945.



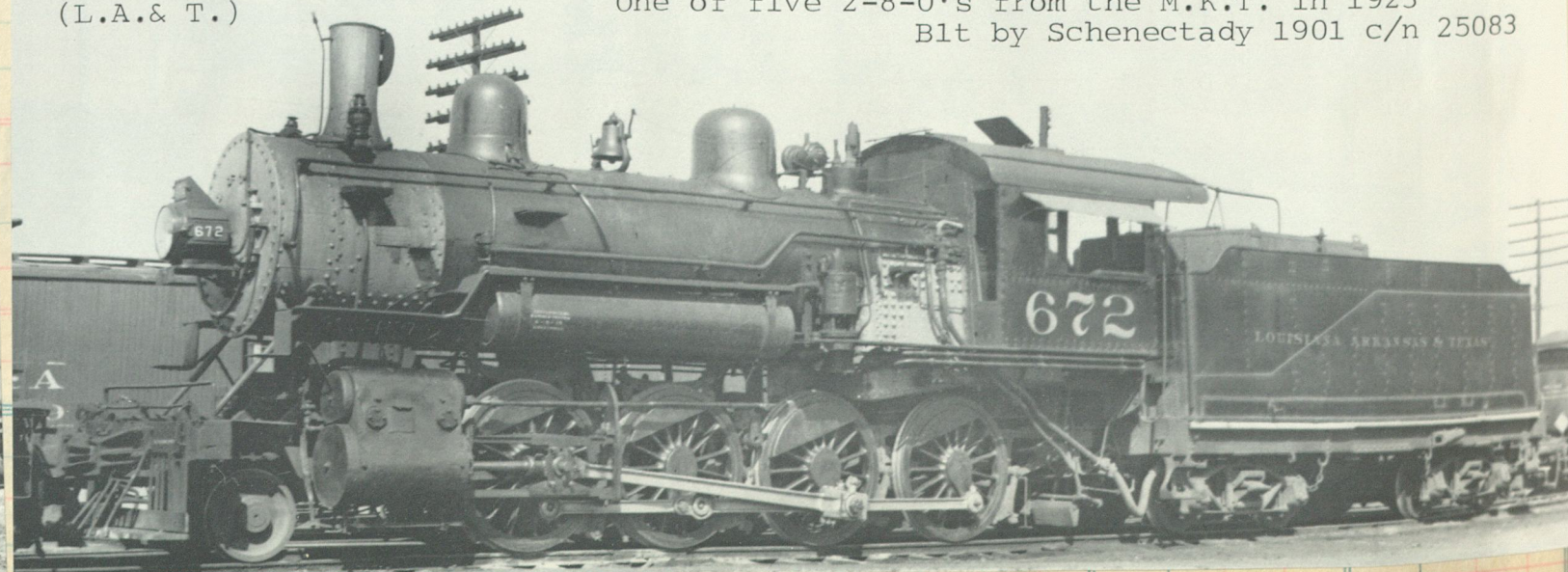
Swinging out of Shreveport

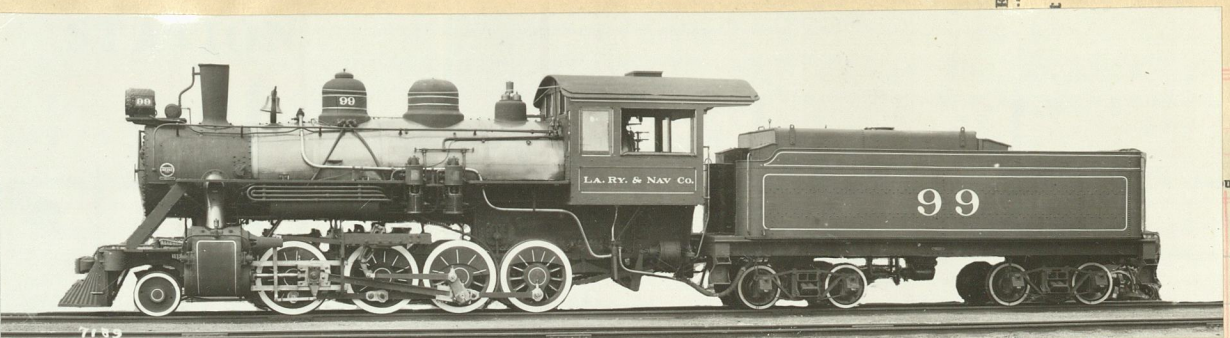
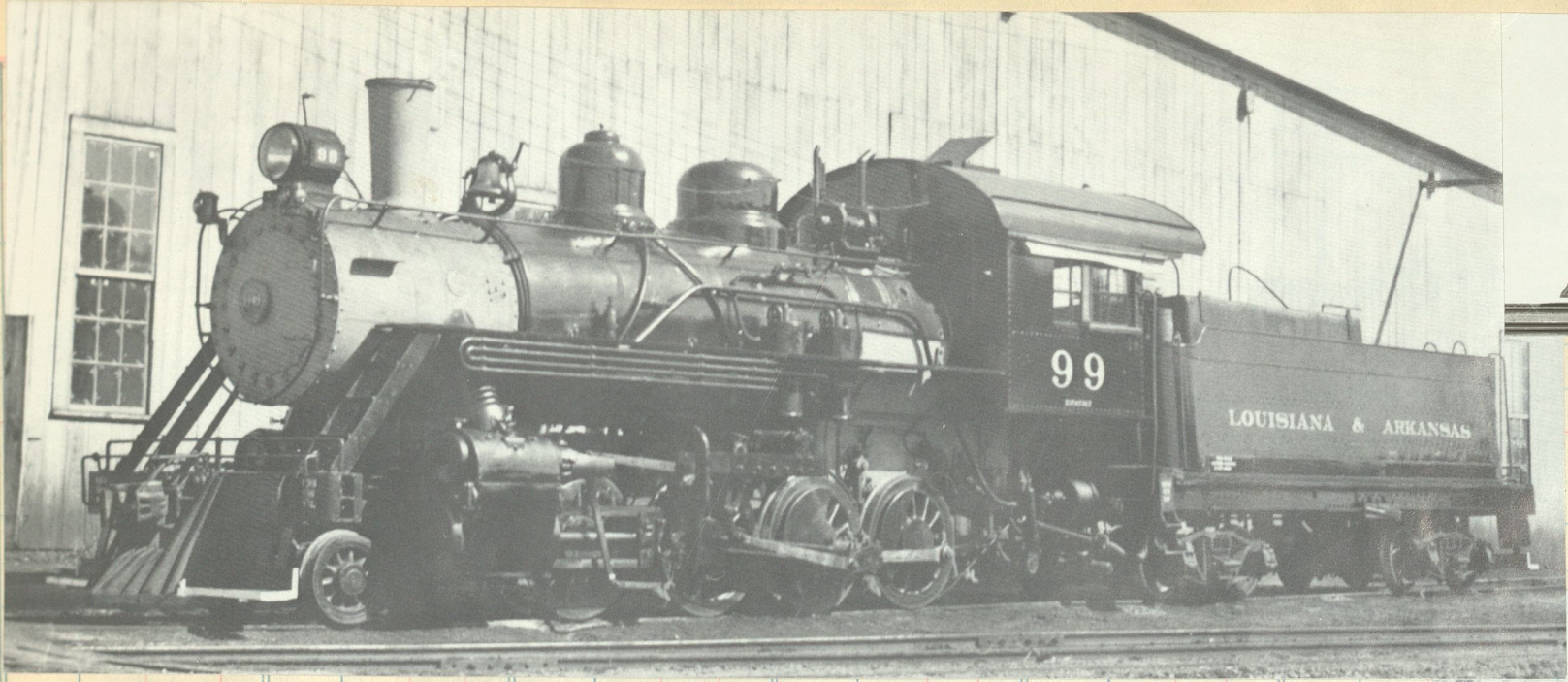
A KCS "Loree" 2-8-0 tfr to L&A in 1940
Richmond 1913 c/n 52958



(L.A. & T.)

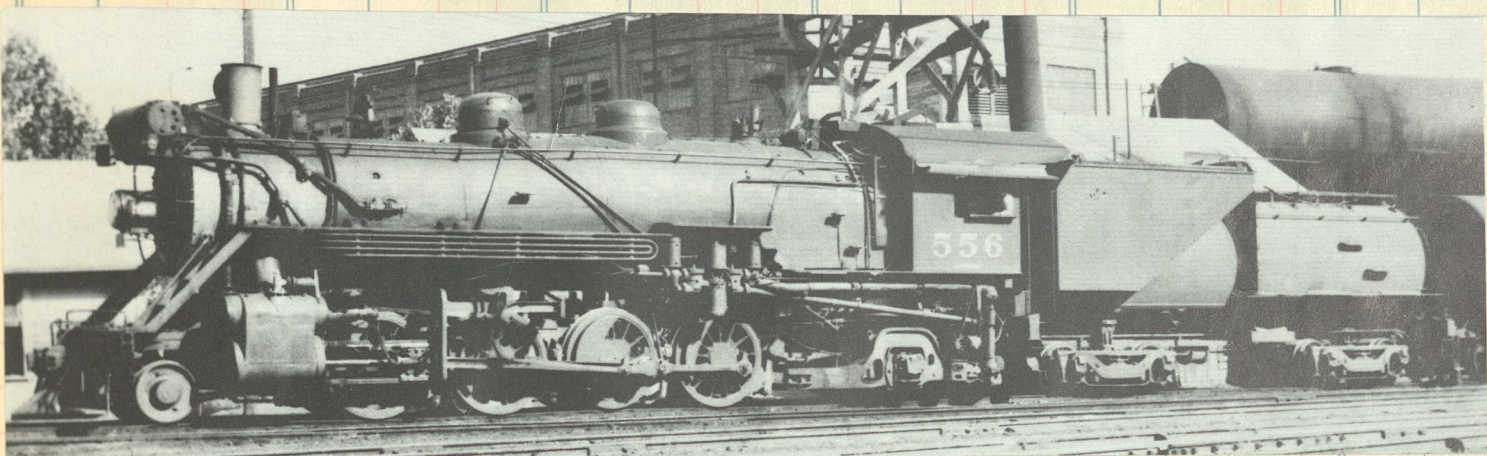
One of five 2-8-0's from the M.K.T. in 1923
Blt by Schenectady 1901 c/n 25083



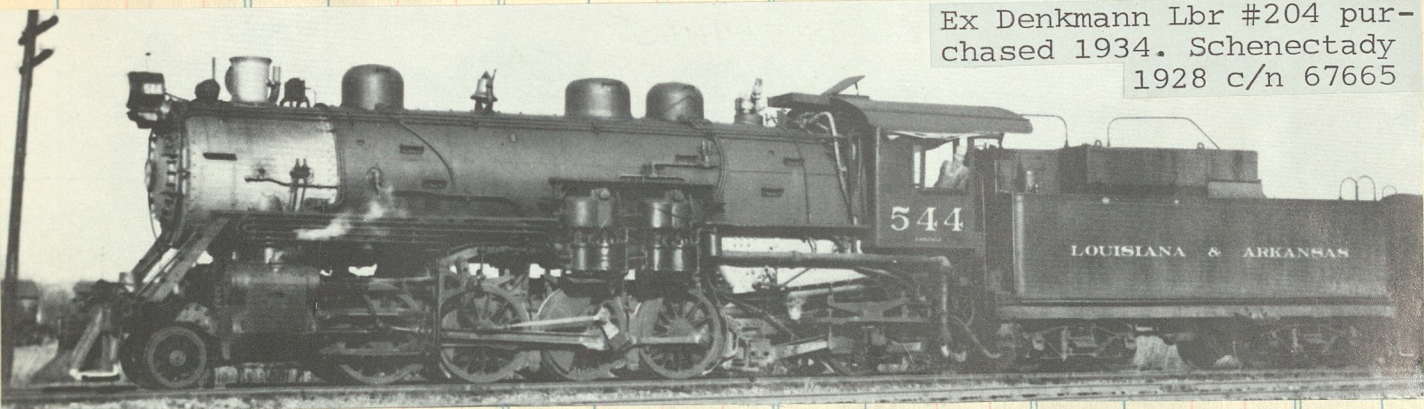
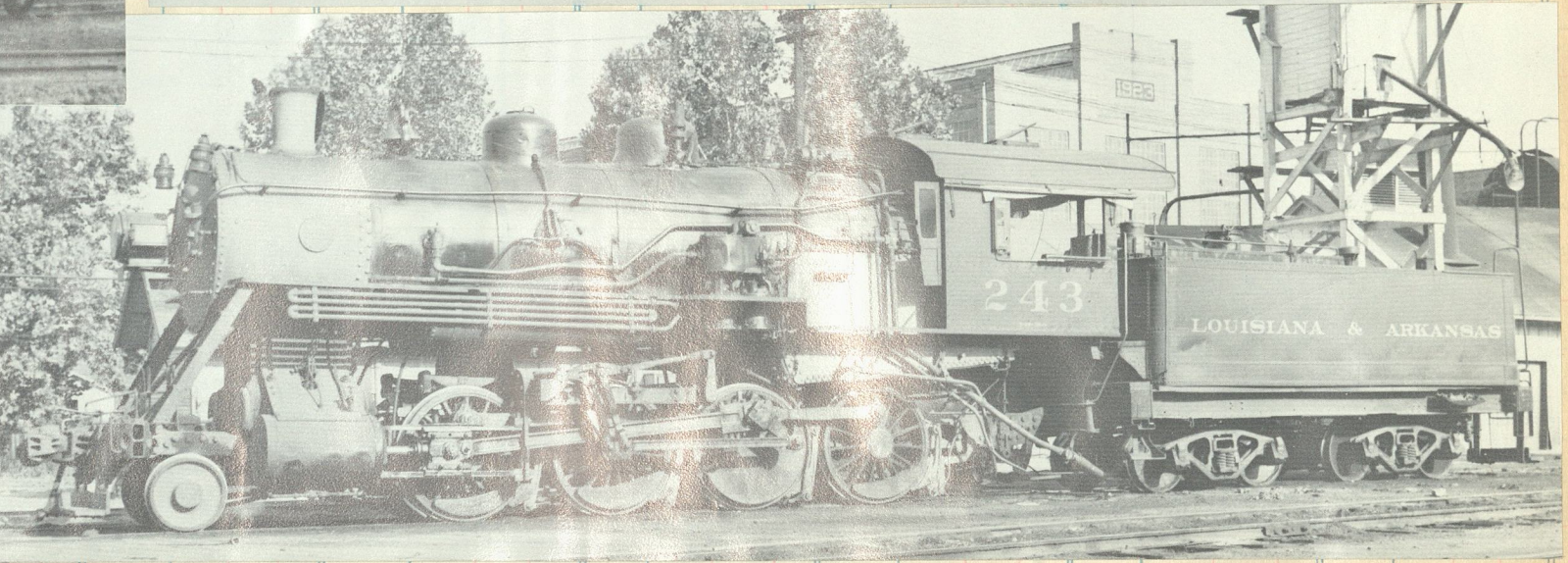


Two of these gallant "lawnmowers" (with 51" drivers) noed 98 & 99 were received from Baldwin in 1919. The 99, c/n 52292, sold to West Feliciana in 1944, now preserved and is operational.

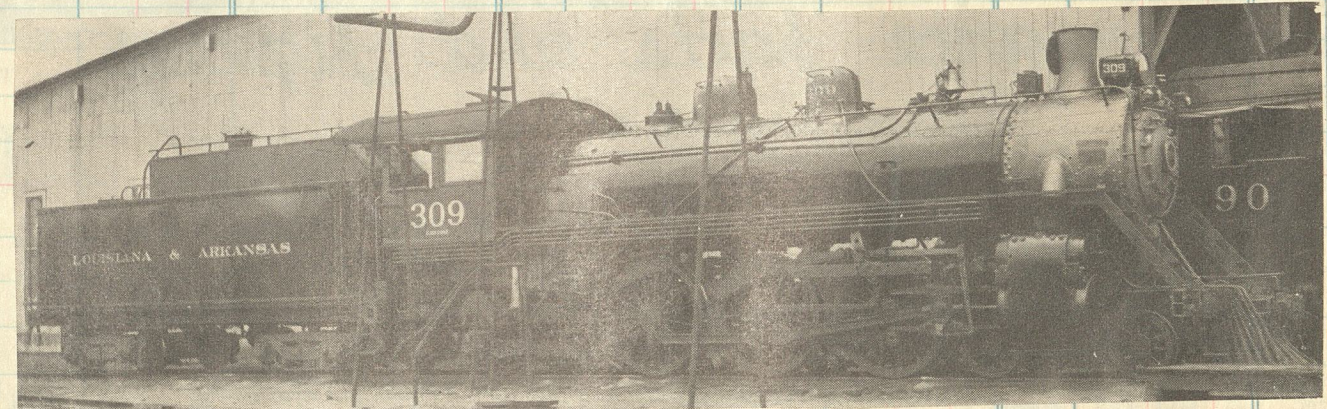
One of three 2-8-0's purchased from the Buffalo, Rochester & Pittsburgh in 1924. The 243, ex BR&P #311, c/n 27759 blt by Brooks 1903.



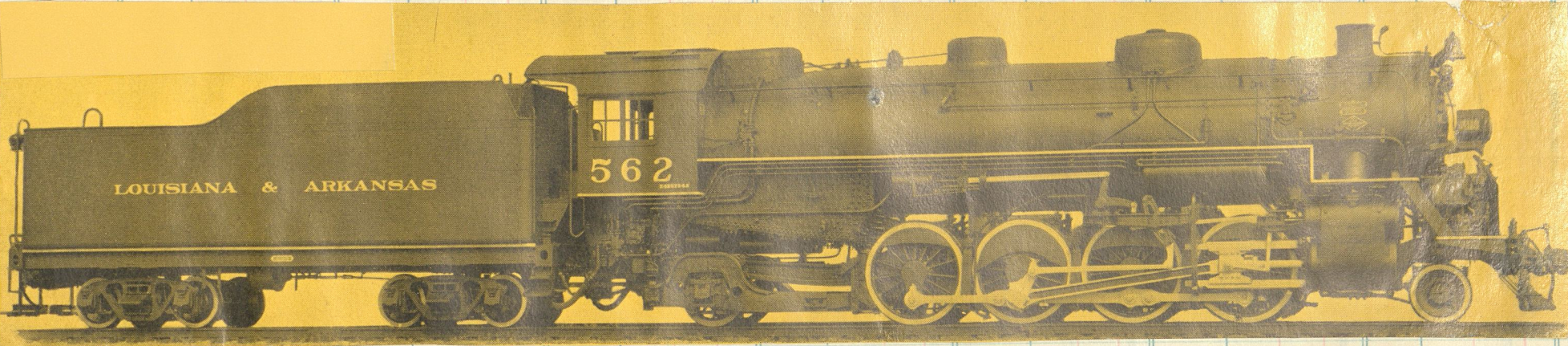
#556 delivered by Baldwin 1927 c/n 59759



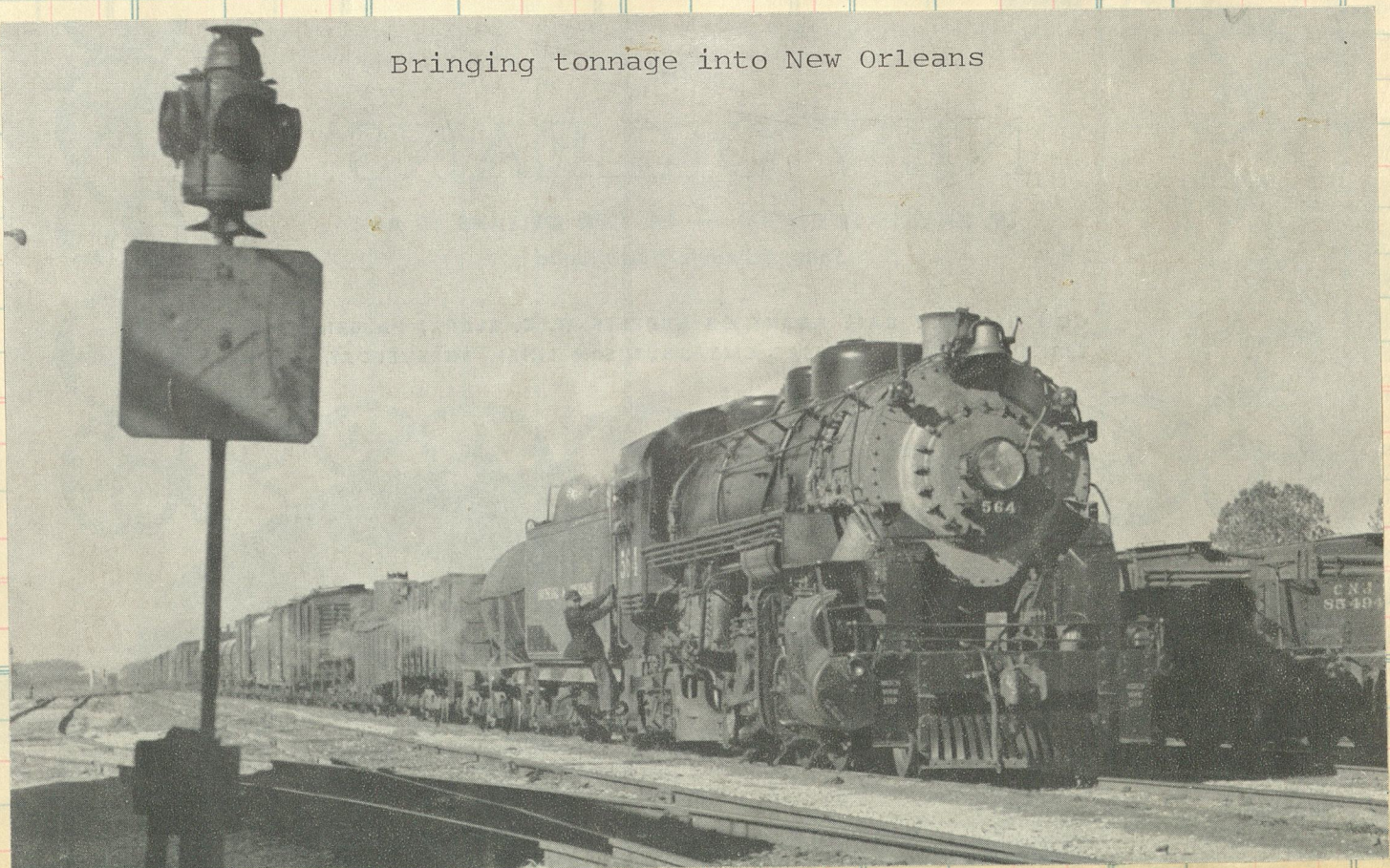
Ex Denkmann Lbr #204 purchased 1934. Schenectady 1928 c/n 67665



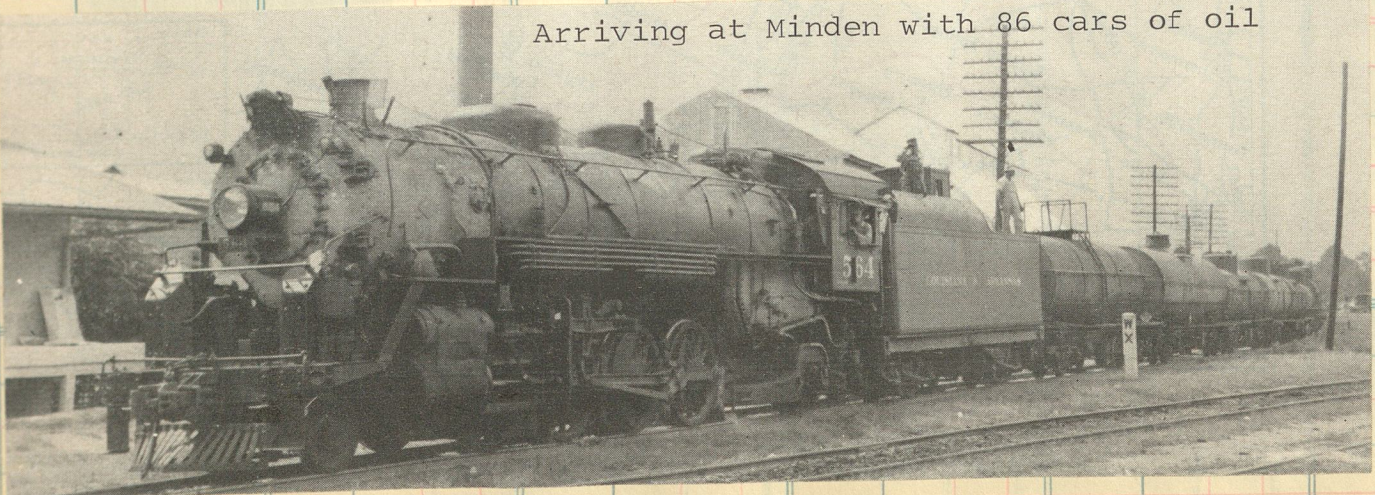
Blt by Schenectady 1913, c/n 53898, as F.E.C. #109. Acq in 1929



Proving once again there would always be a place in American railroading for the 2-8-2 type. The master builders at LIMA knew the merits of a standard Mike. They built five in 1936 noed 561-565 c/n's 7641-45. Two, nos 562 & 563 were sold to La. Eastern in 1952.



Bringing tonnage into New Orleans



Arriving at Minden with 86 cars of oil

SELLER

DATE

FORM

DESTINATION

Amt.

Com. No.

No. Sold Amount Clos. No. Sold Amount

"The Shreveporter"



A. E. Brown

Near Shreveport in the early 1930s, L&A Pacific 309, ex-FEC 109, wears the nameplate of The Shreveporter. Behind the train's Little Rock and St. Louis Pullmans, smoke flows rearward from the galley of the handsome old Parlor-Diner-Observation car.

Optional Routing

NO EXTRA COST

One-way or round-trip tickets between St. Louis (also points beyond) and Shreveport reading via either MP-Texas-Kansas-T&P or MP-Texas-Kansas-KCS will be honored via Hope and L. & A. in either direction at the option of the passenger.



OPERATING approximately 811 miles of railroad over the lowlands of Texas, Arkansas and Louisiana, with nearly three-fourths of their mileage in the last-named state, the lines of the Louisiana & Arkansas Railway extend from Hope, in the southwest corner of Arkansas, through Alexandria and Baton Rouge, La., to New Orleans; and from Shreveport to Alexandria. A branch line links Minden and Shreveport, while another reaches eastward from Packton to Vidalia on the Mississippi where a car-ferry connection is made with the Mississippi Central at Natchez. Still a third route, designated as the Texas freight line, extends westward out of Shreveport to Farmersville, Texas, affording entrance into Dallas via connecting trackage of the Gulf, Colorado & Santa Fe (AT&SF).

First steel fibre of the L&A network was a thirty-eight mile section of road completed between Stamps, Ark., and Cotton Valley, La., in October 1898, and designated as the Louisiana & Arkansas Railroad. Reorganized as the Louisiana & Arkansas Railway, first under Arkansas charter, in 1902, and again under Delaware charter, in 1928, the line took over the operation of the Louisiana Railway & Navigation Company and its subsidiary, the Louisiana Railway & Navigation Company of Texas, in 1929. Five years later it absorbed the former road and, in July, 1939, the Louisiana, Arkansas & Texas (LRN of T) was similarly merged. Control of the Louisiana & Arkansas Ry. itself was acquired by the Kansas City Southern in October of the same year, and the facilities of the two roads coordinated at the common point of Shreveport.

Strategically, the lines of the L&A are well placed. For in addition to serving our second largest seaport, they tap a region rich in raw materials. Products of mines (including gravel, sand and stone), crude petroleum, forest output, and manufactures and miscellaneous items (refined petroleum, sugar, molasses, iron and steel, and cement and automobiles), have comprised over ninety percent of the line's total revenue during the past ten years. Further, the L&A enjoys a high average freight rate, reflecting the fact that more than fifty percent of the commodities carried represent manufactures and miscellaneous items, which bear relatively high tariff rates—and that about sixty percent of this revenue freight originates on its lines.

In addition to the locomotives listed on the following three pages, the system owns 1,805 freight, 35 passenger, and 270 miscellaneous cars. Last year, 1,955 employees were listed on its payroll.

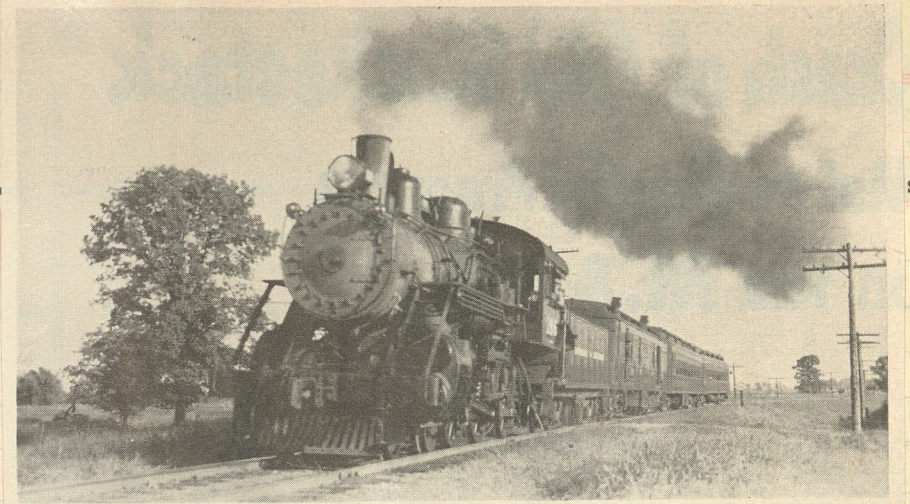
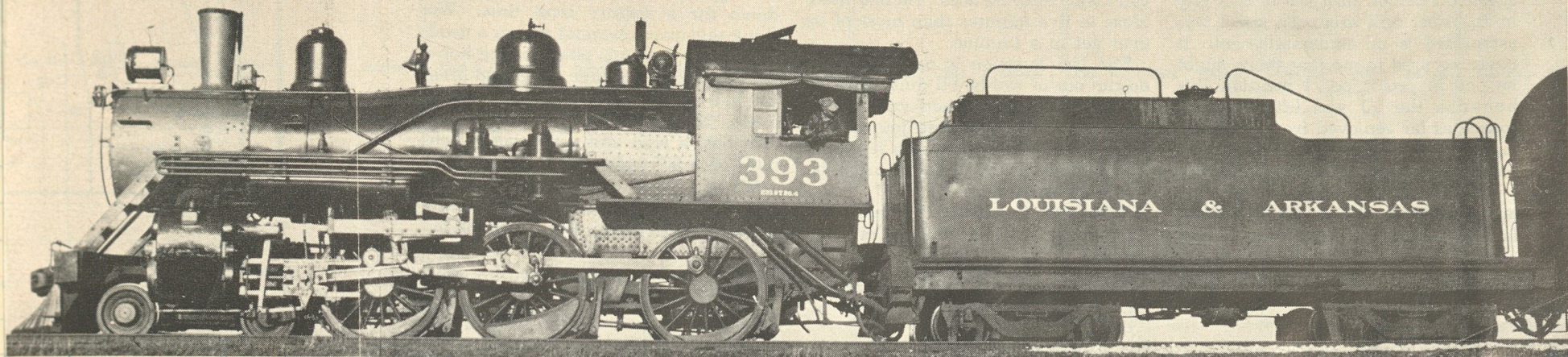
"The Hustler"



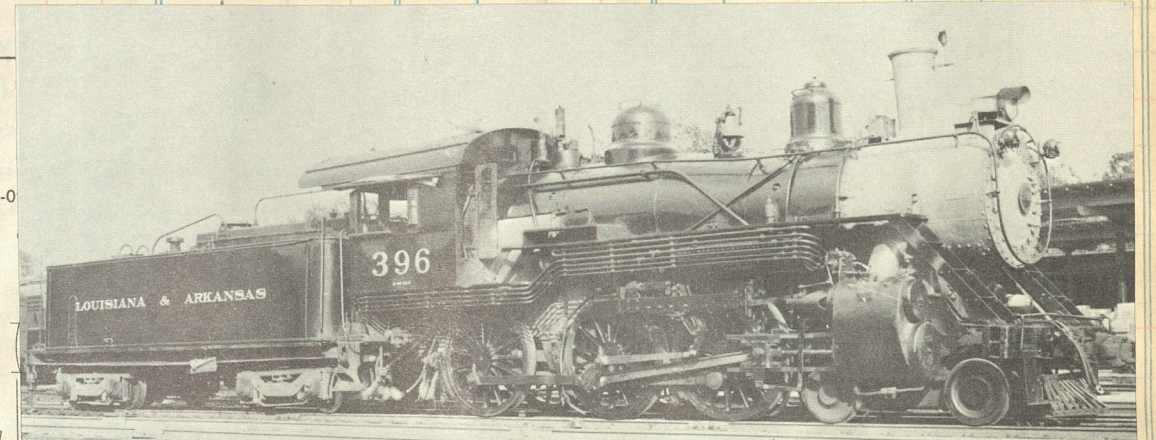
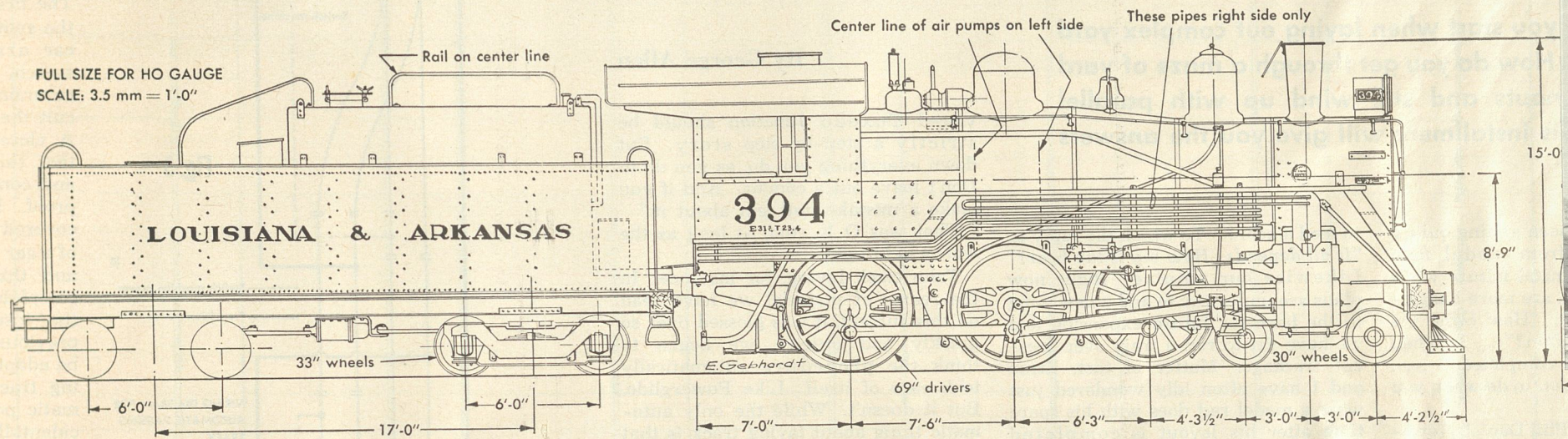
Louisiana & Arkansas' queenly 309 is fresh off the Red River bridge at dawn in August, 1932. Ex-FEC 109, this trim Pacific usually powered The Shreveporter, but was hauling The Hustler this morning.

During the depth of the depression, the Louisiana & Arkansas put a name train, "The Hustler" into service. This train provided overnight Pullman service between Shreveport and New Orleans, La., and replaced a daytime local. Perhaps not much of a train by today's name train standards, its appearance would warm the heart of many a railfan in a manner yet to be approached by the efficient streamlining and stainless exterior of a "Super Chief."

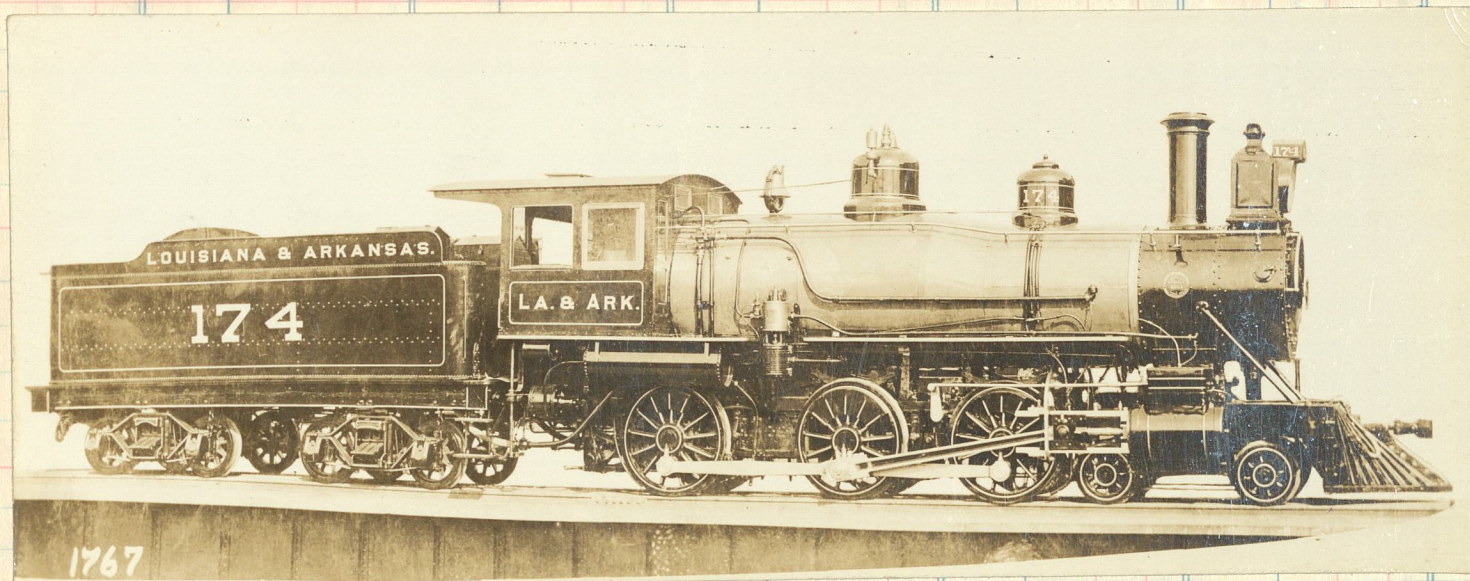
In 1913 Baldwin built three Ten Wheelers for the L R & N noed 92-94, in 1932 were renoed L&A 392-394
c/n 40312



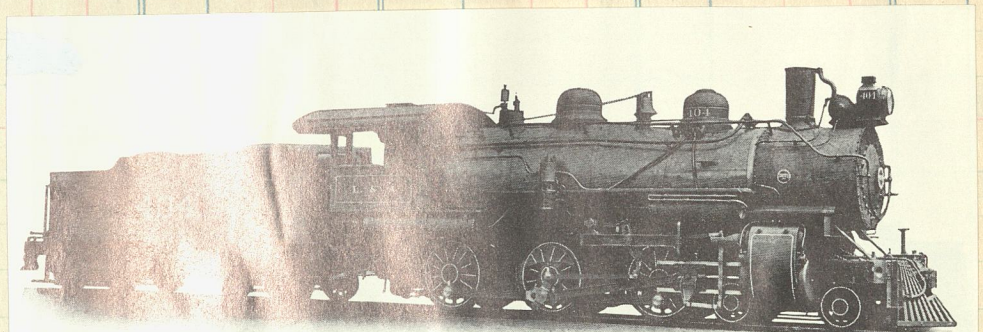
A. E. Brown.
Laying down a thin billow of oil smoke, Louisiana & Arkansas No. 396 rolls into Bossier City.



Another three Ten wheelers were delivered by Baldwin in 1915 as LR&N #95-97. The 396, c/n 41918, was sold in 1950 to Chihuahua Pacific noed 45.



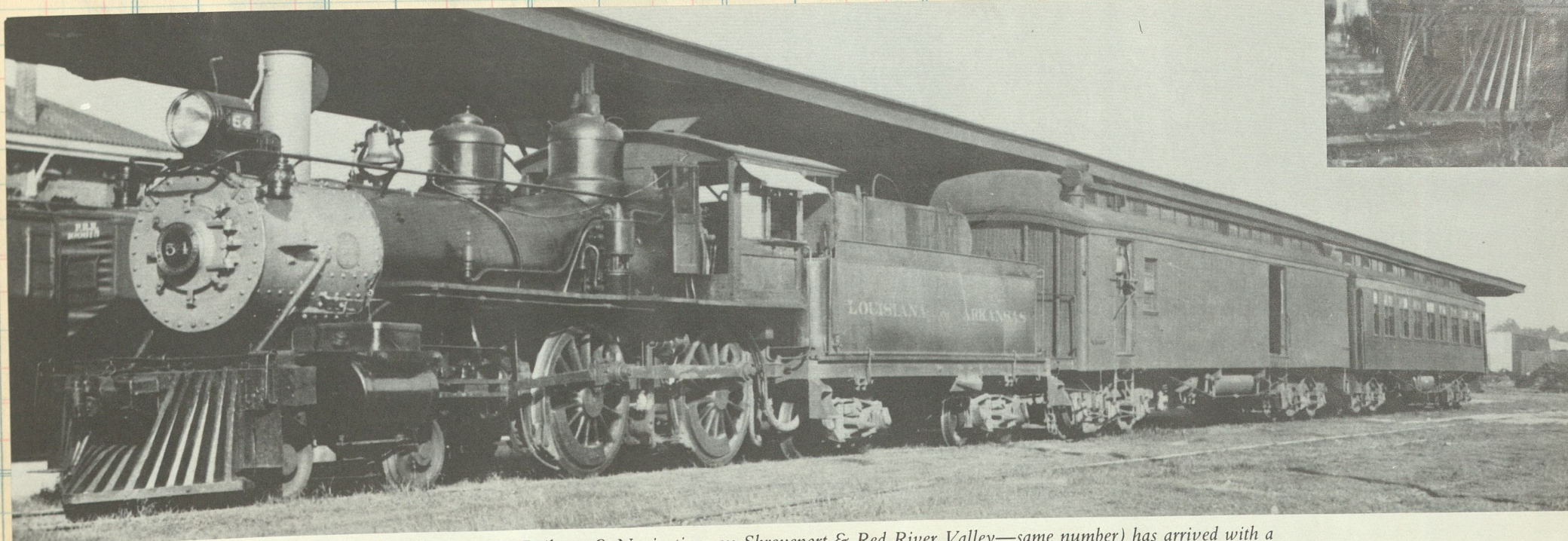
Six 4-6-0 received from Baldwin in 1903 noed 170-175
c/n 23113



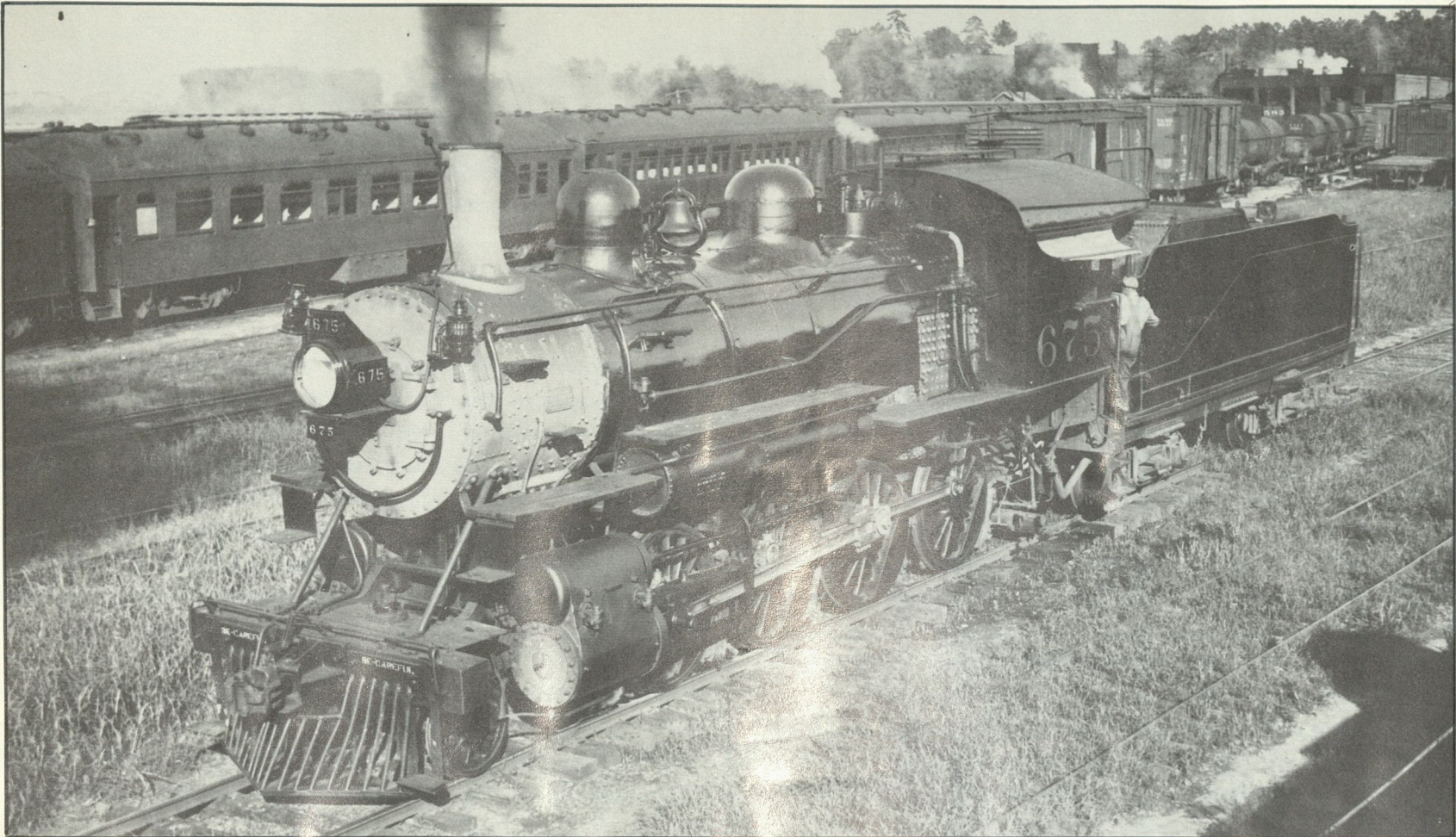
Baldwin 1913 c/n 39702 renoed 510



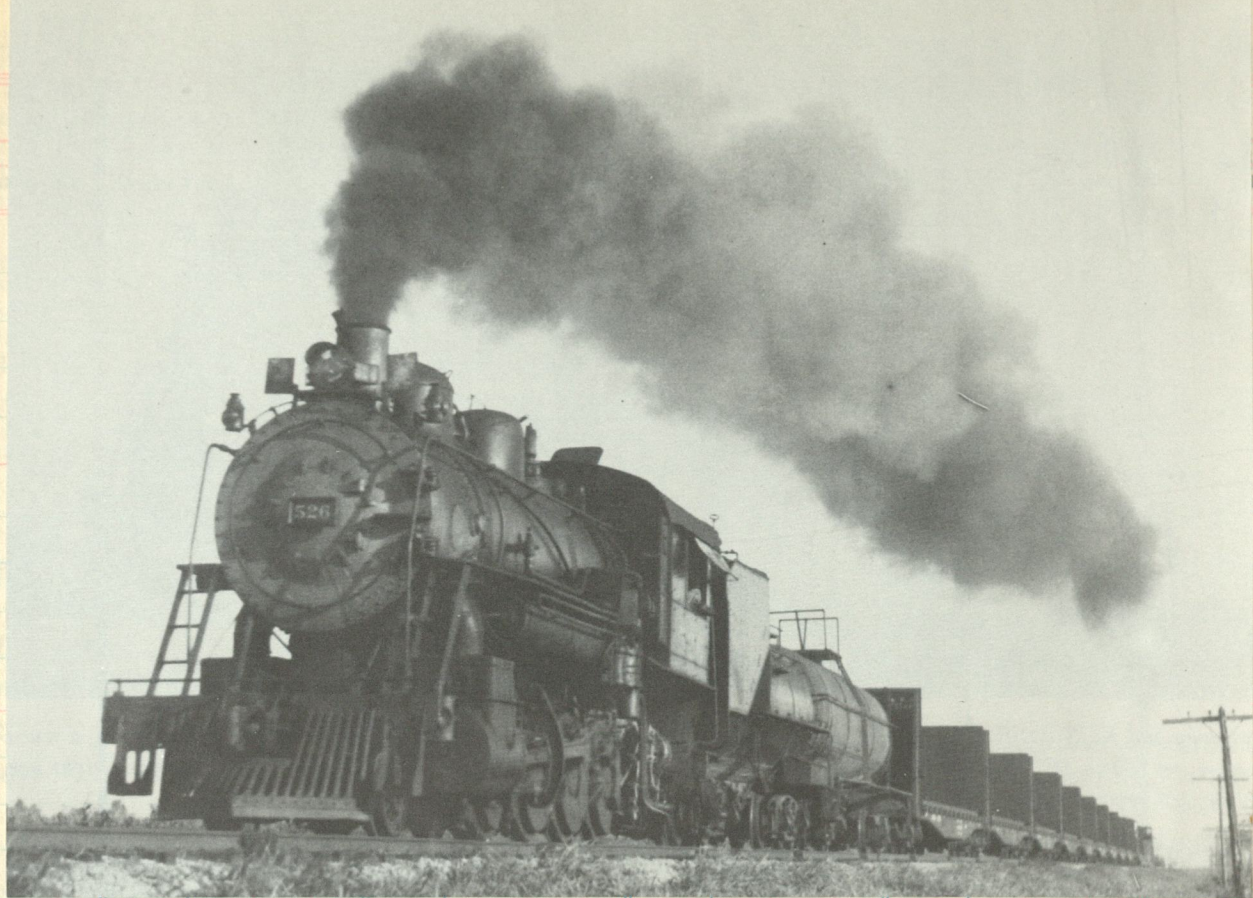
In 1923 the LR&N purchased four Ten wheelers from the M-K-T. #240 [ex MKT #240] was blt at Schenectady in 1907...c/n 43219



L&A Eight-Wheeler 54 (ex Louisiana Railway & Navigation, ex Shreveport & Red River Valley—same number) has arrived with a local passenger run from Hope, Ark. at Shreveport's L&A Central Station in the early 1930s. The Cotton Belt also used this depot.



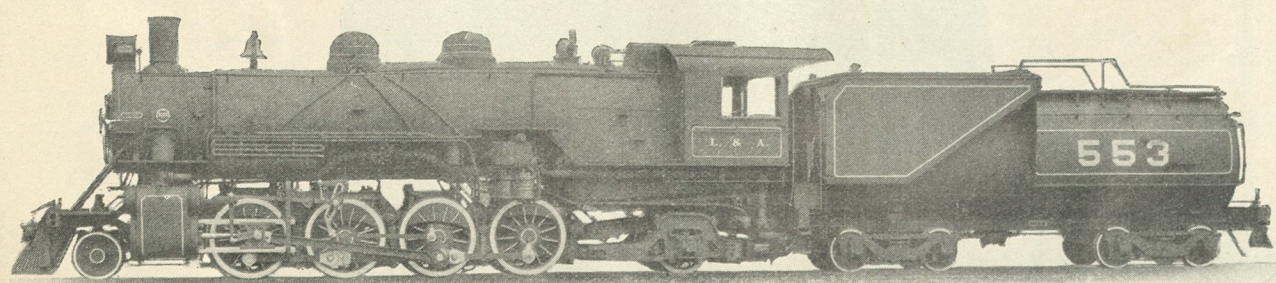
The appearance of this immaculate thirty two year old ex MKT 2-8-0 might cause some doubt that the photo was taken during the bottom of the "Deep Depression" in 1933. Such attention to maintenance at that time was most unusual. However, the 675 (Schenectady 1901) looks determined standing on the outbound ready track at Shreveport. She served until 1942.



A KCS transfer #526, 2-8-0 Baldwin 1908, cracks the whip with southbound extra of bulkhead flats near Curtis, La.



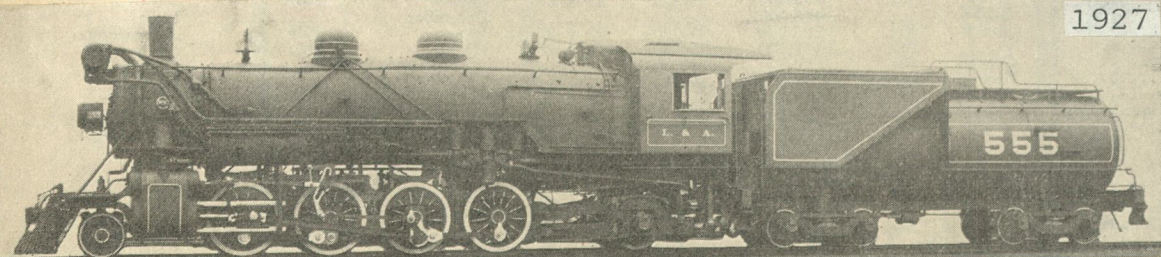
SLAMMING out of Shreveport, No. 18 gets a roll on 'em behind a pair of engines fitted with auxiliary water cars: Mikado 556 and Russian Decapod 102. The scene dates back to January 26, 1942, and the drama is symbolic of an era in which all types and combinations of power were used to win a struggle.



553-554

c/n 58184

Baldwin 1925

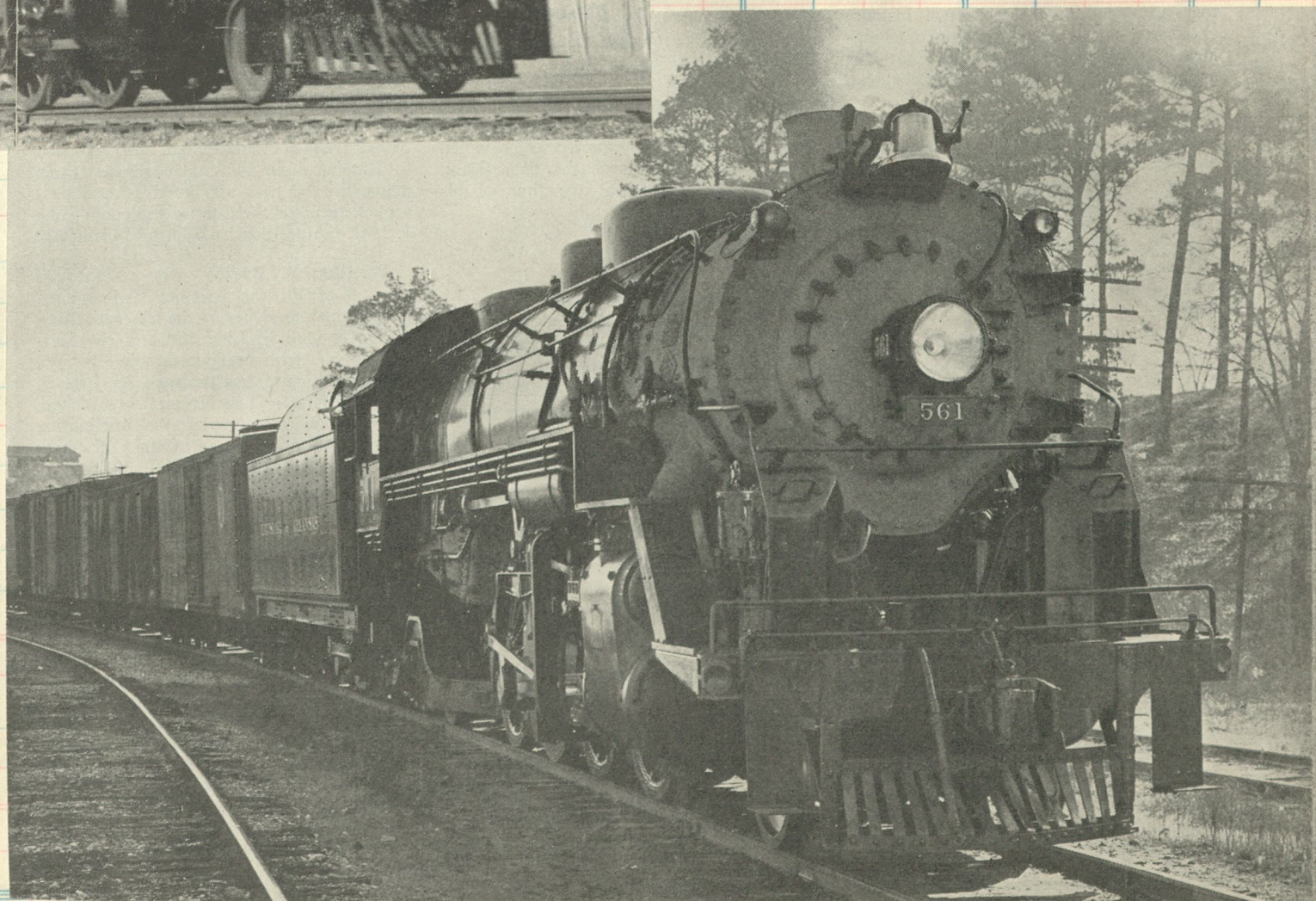


1927

Pressure, 200 lb.
Drivers, 57 in.
Cyls., 24 in. by 28 in.
Wt., drivers, 183,680 lb.
Wt., engine, 256,130 lb.
H't'g. surface, 3,491 sq. ft.
Superheater, 782 sq. ft.
Grate, 57.2 sq. ft.
Tr. force, 48,100 lb.
Tr. force, booster, 59,600 lb.

c/n 59758

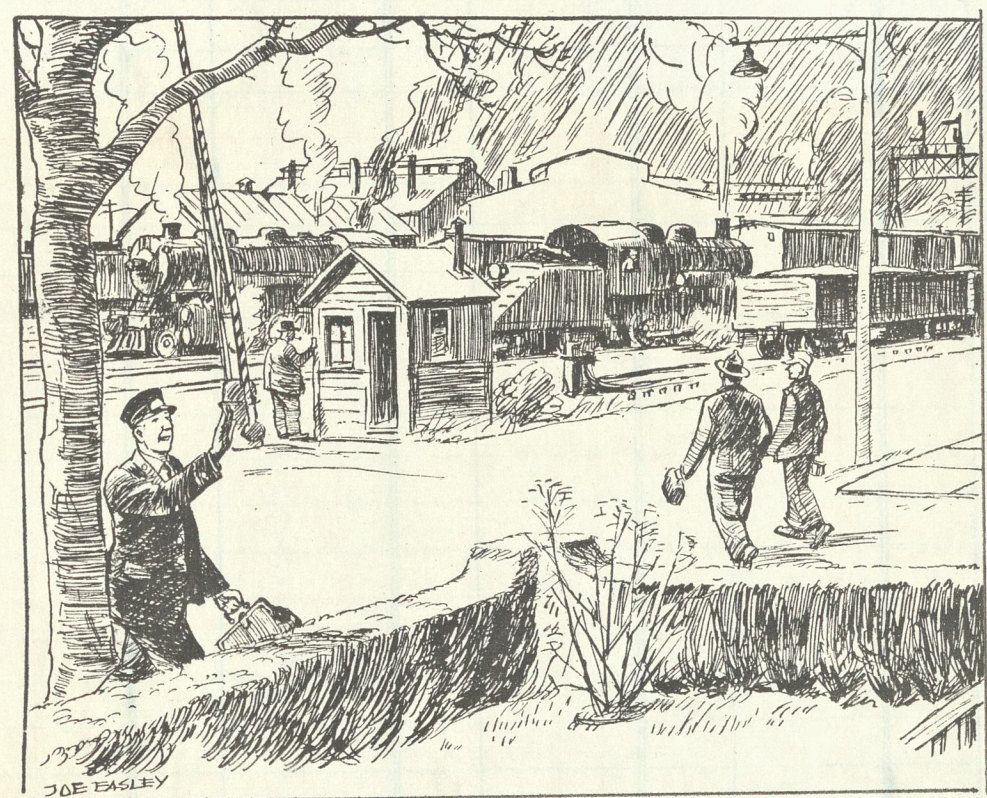
A.F.S. Freight Locomotive Built by the Baldwin Locomotive Works for the Louisiana & Arkansas



Monarch of 'em all

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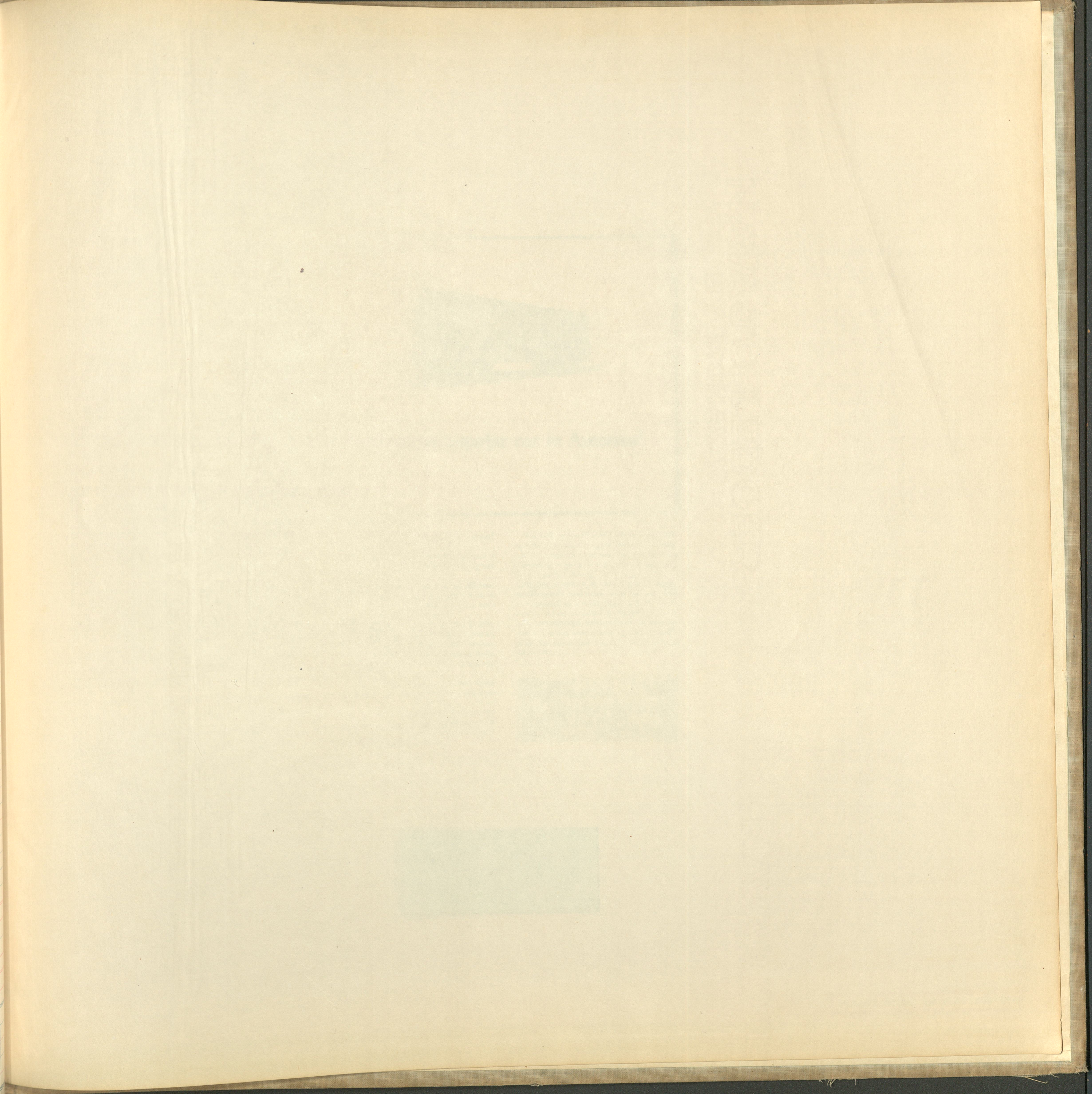
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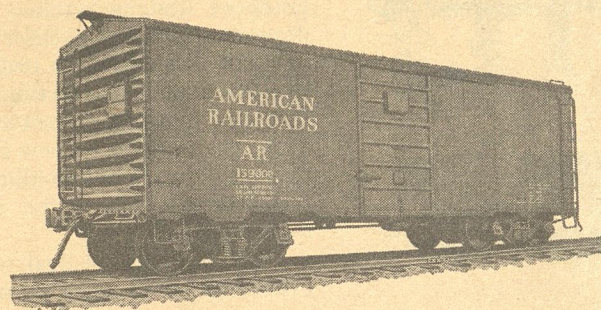
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